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HISTORICAL REGISTER



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The Medford Historical Register.

VOL. XXXVIII.

MARCH, 1935.

No. 1.

THE BURNING OF THE FIRST BAPTIST CHURCH,

Oakland Street, Medford, Wednesday Morning, February 6th, 1935.

BY FRANK W. LOVERING.*

FIRE discovered a few minutes after one o'clock this morning virtually destroyed the First Baptist Church on Oakland Street, which for sixty-three years has occupied a location made prominent by its tall steeple rising high above the roofs of the fine old dwellings on the slight hill there.

On the walls of the auditorium stand this morning, the roof a skeleton, the stained glass windows hanging in shreds by the network of lead which had woven them together.

The Sunday School quarters at the rear, made necessary by the growth of the parish several years ago, are badly wrecked, for the fire at first centered there; and the steeple points its solitary finger gauntly toward the Heaven that inspired it, rising as of yore with the clock hands halted at 2.43 upon the dials which the flames failed to scorch because of the skill and bravery of the Medford firemen, and their powerful equipment.

Had the stout timbering of the steeple been eaten away sufficiently by the sweeping flames, it would in all probability have toppled over and crushed the home of the minister, the Rev. C. Harry Atkinson, next door.

It was at this point, therefore, that the final stages of the fight were concentrated.

The loss on the church is estimated at \$75,000; and

* This has been slightly revised from the eye-witness report of the disaster written for and published in the Medford Daily Mercury by Mr. Lovering, the City Editor, on the evening of the day of the fire. The writer is a member of the Medford Historical Society and has been for years in the newspaper profession, being at one time managing editor of the old Boston Journal.

the insurance is \$66,000, on building and all contents. "All Out" was sounded at 11.50 this forenoon.

As Police Officers Binford and Hoarty rode in a radio car on Salem Street they saw flames pouring through the entrance doors to the Sunday School section at the far end of the main edifice where a broad walk which used to be the driveway to the now-vanished horse sheds at the rear of the lot leads to the parish house.

Apparatus concentrated from all quarters of the city and Arlington, Somerville and Malden hurried in with aid.

The fire at first seemed within control and was located along the staircase leading from the parish house entrance to the basement dining and class rooms, beyond which twin heaters are located in a concrete room.

But the firemen, well versed in the dangerous nature of church fires, took no chances. While fighting the flames from all quarters outside at the rear of the church they also ran three hose lines, manned by men wearing gas masks, into the auditorium, and sought to stay the growing flames that were burning through the wall at the end of the main building back of the choir and organ loft.

Efforts were at first concentrated on the parish house, but as the telltale smoke poured from the windows and out beneath the eaves of the flat-roofed structure, the firemen saw that smoke also was seeping from the crevices of the clapboards up along the back of the main building towards the rear gable which is high in the air over Gravelly Creek.

What wind there was blew from the front of the church, sweeping the smoke and throwing showers of sparks down upon homes and garages a little to the east of the rear.

Shortly smoke began to drive through the scuttle at the peak of the slate roof in the back end, and now and then wisps of flame blinked between the clapboards and along the edges of the gutters.

Hose lines were hauled one hundred and fifty and two hundred feet from Oakland Street across snow-covered lawns to the rear of the homes of Charles H. Barnes and the Rev. Mr. Atkinson, and the firemen made a brave stand there trying vainly to beat down the flames that now were eating into the back gable of the main building.

Just when it appeared as if the fire would be confined at that point, tongues of flame licked up toward the starlit sky through the roof scuttle, and instantly the whole rear end of the auditorium was ablaze.

Along the peak of the rear gable the fire rose higher and higher. It enveloped two large sheet iron ventilators erected on metal-sheathed platforms, burned through the duct pipes in the blind attic and shortly flames rolled out of the interiors of the ventilating equipment in great billowing masses.

The ventilators became cherry-red, and swung slowly round and round in the wind created by the fire. Slate began to slip from the tall, sharply-pitched roof as the boarding was eaten away. The great ventilators toppled straight into the choir loft, making a new vent for the flames.

Chief Thomas A. Qualey and his assistants ordered the men away from the walls of the building as the concealed wooden ridge timber began to burn. Ten and twenty feet at a time burst into flames beneath the copper ridgepole, and thus traced the steady and treacherous crawl of the fire towards the front of the edifice along the aged wood of the blind attic. The yellow of the flames was often stained green as the copper grew hot. Showers of slate cascaded down the roof.

The firemen working in the snow-wrapped yards around the church dodged flying debris, both slate and wood, as hose streams from opposite sides met under the ridge and shot the air full of missiles.

The fire ate its way continually towards the front of

the big auditorium. Firemen were driven out of the aisles as the roof timbers started to let go. Ladders were placed at the three tall stained glass windows on either side of the main church, and men with hooks and axes broke them in, the colored glass gleaming against the burning auditorium and clinging like Christmas tree decorations to the strings of lead.

The ridge was burning fiercely now, slates were falling in showers and as the hose streams were advanced from the rear to quell the fire that was attacking the front gable, the big aerial ladder truck was worked along Oakland Street to a position directly before the main entrance.

A water line was lashed to the rounds of the ladder and the aerial was raised and swung in toward the front of the building.

The roof of the church had been nearly consumed to the gutter by this time, and as the panelled ceiling of the auditorium collapsed and carried down with it the electric light fixtures which had been illuminated for two hours, the sky was filled with showers of sparks, and water curtains were thrown up to protect the neighboring houses. The immense rafters flamed individually, checker-boarding the night sky with golden bars, but only one or two of them collapsed, as they were heavy timbers said by some of the older members of the First Baptist Parish to have been ship's beams.

If the flames should eat far enough into the timbering that supported the steeple, tragedy was certain to result; but the quantities of water poured into the slope of the roof against which the tower is built, coupled with the work of a courageous crew of firemen inside the upper vestibule, stopped the progress of the fire and the great danger of the steeple collapsing was past at 4 A.M.

Meantime the three-inch water line on the aerial ladder, operating much like a water tower, and securing its force from two two-and-one-half-inch siamesed lines taken from a big pumper, was doing effective work on the front gable.

Soon after 4.30 A.M. the only real fight that remained to be waged was on the south rear corner of the main auditorium in the direction of Salem Street. When this was beaten down the remainder of the work was of the simpler nature of putting out recurring blazes here and there.

The entire edifice is practically in ruins.

The front and back ends are standing, burned through in many places nearer the top; the side walls, weakened and pushed out by the burning of the great trusses which supported the heavy slate roof, are really held together by thick iron tie rods which some years ago were put across above the auditorium, and tightened with turnbuckles because the ancient walls had then begun to spread.

The parish house is wrecked, the black-walnut finish of the pulpits and the old oak pews with their red cushions are destroyed, the organ ruined, and the choir loft choked with debris. The choir room with its racks of music is burned and the basement assembly halls and kitchen are flooded. The vestry beneath the auditorium proper is a sorry wreck from water.

The work of the firemen in the frigid air—the temperature was at zero—was made more difficult by the presence of deep snow and the single narrow track in Oakland Street. Big heaps of snow clogged the neighboring lawns and passageways and firemen stumbled over these as they dragged hose lines in to get at more advantageous points.

The fire was the fourth large church blaze in Medford in thirty years. The first was that which destroyed the First Parish Unitarian edifice at Powder House Road and High Street one Sunday. A new stone church arose on its site.

The original West Medford Congregational Church was at Harvard Avenue and Bowers Street where the house of Engine 2 now stands. It was burned beyond repair years ago, and the parish built its present

beautiful stone structure at High and Allston Streets. A serious fire there within a few years ate through the roof and did damage of about \$30,000.

Previous to this fire the First Methodist Church on Salem Street, near the corner of Cross Street, where still is the vacant lot, was burned, and the Methodists moved more closely into the center of their parish, building the stone and wood edifice on Otis Street, a short distance from Central Avenue.

The bell on the Church, which strangely enough sounded once after a long silence the church's requiem, was presented by the late Deacon Elisha G. Curtis years ago. When it was dedicated it was first rung by the late Frank H. Peak, long a newsdealer here who came of a notable family of bell ringers.

THE GEOLOGY OF THE MYSTIC.

TO one who is a close neighbor of the Mystic River and who is well acquainted with its serpentine trail from the Mystic Lakes to Boston Harbor, it is only natural to seek into the past life and characteristics of the stream, as one would seek to understand a friend. Since simply looking at the present-day features of the river does little good without a knowledge of what these features mean, we must turn to geology to bear us back through the ages and show us our Mystic as it was born, as it grew, and as it reached the present stage of its life.

But we must go back even farther than the birth of our river; we must go back to the earliest time known even to geologists in the region of the Boston Basin.

Where would the geologists have us start? They say about six hundred million years ago.

But six hundred million years ago there were land and ocean in this district, for the process of water sorting was already in action. Ancient rivers were wearing away ancient land, and carrying ancient sands

and muds from this ancient land to deposit them on ancient ocean floors. Terrific weight from hundreds of thousands of years of such accumulation plus heat from an invasion of molten lava from the middle of the earth baked and hardened these materials so that the sands became quartzites and the muds, slates. Today the quartzite made at that remote time¹ may be seen near the horseback trail west of the Lawrence Observatory in the Middlesex Fells, and the slates are abundant in Braintree.

Then for perhaps a couple of hundred million years the region was land, exposed to erosion, which in the course of time removed much loose soil from the land. By two hundred and fifty million years ago, neither harbor nor landscape characteristic of the present were anywhere visible. Exposed granite and igneous rocks showed how the lava from the interior of the earth had been rising toward the surface.

Then the land sank, forming a large bay surrounded by granite hills, from which ran swift streams into the sea, bearing clay, sand, and gravel into the submerged basin. At the same time an active volcano in Roxbury was mixing lava with the material from erosion of the hills, and all added to the weight piled on top of the old sunken bay. Gradually the large bay was becoming partly filled.

By two hundred million years ago the weight was so great that faults developed about the basin to permit its further sinkage.²

These faults, as we may trace them now, extended on the north from Arlington Heights, by Prospect Hill, the Middlesex Fells, and eastward toward Saugus; on the south along by the Blue Hills.

There indeed the basin gains its name: for it is a veritable flat-bottomed depression in a plain of other-

¹ Geologists differ as to whether this was Cambrian or Devonian time. There are no fossils, and only the physical relationships of the rocks can be used to determine.

² At the same time as this faulting, the Appalachian mountains were formed.

wise uniform height. Today we may see this uniform level by ascending the Lawrence Observatory Tower. On all sides the hills reach the general level of the old plain, which has since been worn down by streams.

Not only did the basin crack at the sides and sink, but at the same time it suffered lateral compression. The granite rocks to north and south so squeezed the basin sandwiched in between them as to produce wrinkles and depressions known as anticlines and synclines. In addition, many cracks were formed, which were speedily filled up with molten lava. The cooling and hardening of the lava in these cracks produced the so-called dikes that run in every direction.

After all this faulting and intrusion of dikes was pretty well over, the region was raised above sea-level by another caprice of nature. More erosion took the greatest toll in the basin, where the rocks were softest, being sedimentary in origin. But erosion could accomplish little with the hard granite hills on all sides of the basin. Consequently the depression was worn ever lower.

Now for the first time, the general topography commenced to resemble that of the present. However, there was no harbor, and no twisting, slow rivers of modern times: no Charles, no Neponset, and, most important to us, no Mystic was in sight. The ocean was far off to the east; ponds were few; the only hills in the flat basin floor were those wrinkled up by the earlier lateral compression.

Most unfamiliar of all was a huge river with a deep valley which ran from the north. Search the map of the Boston Basin today as you will, you can find no such stream, or even the traces of one. It was the ancient Merrimac. At that time it took no sweep to the northeast near Lowell, but continued south to Winchester, passed through the Mystic Lakes of today, through Spy, Fresh, and Jamaica Ponds. It flowed south of South Boston through the present harbor, which was

then land, and emptied into the ocean far to the east.

The ancient Charles, a vastly different river from that of today, joined the Merrimac at Allston, being its largest tributary. Then it had no such sinuous course, no Newton Upper or Newton Lower Falls. The ancient Neponset was probably a small tributary to the Merrimac, which was, of course, the master stream.

Still another uplift of the land, many centuries after, was accompanied by a cold spell, lasting not for a few days, but for hundreds of years. The great ice age was upon the land! A great glacier two miles thick extended from its center in northern Quebec and Labrador down over New England, and, of course, quite effectively covered Boston and its basin, about one million years ago.

When it finally beat a retreat before warmer weather, it left many calling cards. Boulders, striated rocks, drumlins, eskers, kames, and moraines, however unfamiliar by name, abound about Boston. The glacier also left the depressions in the ground called kettle-holes, which range in size from a few feet to hundreds of feet in diameter. In these hollows great blocks of ice were imbedded in the surrounding sand, which caved in when the ice melted.

As the ice sheet melted back, it left a long arm of ice projecting north and south across the mouth of Boston Harbor. This arm held in from the sea all the melt-water which was running from the ice. The accumulation of the restrained water after a while formed the old glacial Lake Shawmut, in the quietest portions of which muds came to rest, later to form claypits.

But finally the dam of the ice arm melted and the lake was permitted to escape to the sea. The land was then thirty feet higher than now, and its former contours were buried beneath irregularly laid layers of glacial till. The old low river valleys were quite completely filled with glacial deposit. Consequently, when

the streams started to flow again across the land, they found it quite impossible to follow their old courses. The Merrimac found its former valley below Lowell so completely blocked that it had to swing away to the northeast and make its way to the sea via Newburyport. The old Charles had to take a long southern swing, cut across the Merrimac's old bed at Allston, and follow a new course to the north of Boston Neck, in whose sculpture it was largely responsible. Then it continued some distance to the east, before reaching the sea.

Here at last we really come to the birth of the Mystic. Since the Merrimac could no longer drain the region, the water made its way in small rivulets and brooks down the paths of least resistance from the hill-slopes. First Horn, Wedge, and Winter Ponds became filled; then the waters extended by the Aberjona River to the large kettle-holes of the Mystic Lakes, left by the glacier in the former valley of the Merrimac. And when the Mystic Lakes were filled, the water overflowed to continue its way to the sea.

At the same time and in the same manner was formed the Alewife, a tributary of the Mystic. Swift brooks ran down from the comparatively high hills on the northern side of the fault, and soon filled the Spy Pond kettle-hole. Thence the waters followed in an even curve across flat lands to the Mystic. The Malden River also grew, and spread its valley. Other brooks extended directly into the Mystic, like Meetinghouse Brook.

Now we have the river formed, with many of its present-day features. However, the land was still high, and the Mystic, like the Neponset, ran far beyond its present mouth. In fact, they were both only tributaries to the Charles, which they met somewhere out in the middle of the present Boston Harbor. From this point the Charles alone ran on some little distance to the east before it reached the ocean.

But before long the land again sank. Now the shore showed the features of the typical sunken coastline. The drumlins, formerly high and dry on the low plain, became oval islands. Boston, formerly a high hill joined to highlands to the west by a narrow ridge, sculptured by the Charles, became a peninsula joined by a narrow neck to the rest of the land. Where the several river valleys of the Saugus, Mystic, Charles, Neponset, and Hingham had come together, now a wide and shallow bay was formed—Boston Bay. Now the Mystic was no longer a mere tributary to the Charles, but was an independent stream, emptying into the ocean all by itself. Furthermore, the advanced ocean sent long arms up the low valleys of the rivers and produced the outlines of typical drowned valleys. The great basin of the Charles was thus formed, and the wide lower course of the Mystic.

In the broad lower valley, the encroachment of the sea caused wide salt marshes, where the stream deposited much debris. Originally the marsh near Riverside Avenue and the Fellsway was forest land. The approach of the sea, however, killed the trees, and mud from the river created the marshes. All that is left of the mighty forest of former days is a few stumps partially submerged in the muck.

Even the tributaries of the Mystic are in an old stage. The Alewife runs among its own marshes at a scarcely perceptible speed. The Aberjona twists and winds among flat lands with but little more current. The Malden River forms a sea-drowned valley itself. The lower half of some of the tributary brooks is old, while the upper half is young, running down the slopes among the Fells of Medford.

Back in the first half of the seventeenth century, John Winthrop and his companions ascended the Mystic for a distance of five miles on a voyage of exploration. They saw the red man's Mystic, or Missituck as it was then called, in its primitive solitude, fordable at

the Indian trails, its broad marshes where are now Chelsea and Everett, its upper reaches bordered with wooded hills and level plains. Let us imagine ourselves ascending the river today, taking notice both of some of the features which Winthrop saw but did not understand and of some that have developed since the time of that first white man to set eyes on the stream.

As many of us know, in the days when Medford was a seaport, being joined to the ocean by the sinuous course of the Mystic, many a good boatman cursed the numerous bends, and graced them with such names as "Labor in Vain," and "Pull 'n' be Damned." In the latter part of the nineteenth century the twenty-foot meander neck of "Labor in Vain" was finally cut through to facilitate river transportation, although, of course, the river would have done the work eventually anyway.

Formerly the river was tidal all the way to the lakes, and the lakes themselves swelled and ebbed a few feet with each tide. But in 1908 engineering skill erected at Medford Square the Cradock Bridge, which, with its extension, its lock with its electrically operated gates, its dam with its automatic tidal valves, and its four hundred feet of over-fall, very effectively says "Thus far but no farther" to the eternal tides.

From the Square to the Mystic Lakes, the river runs directly in the northern joint crack of the Boston Basin. To the north are numerous hills: to the south is the plain of the basin, flat except for the glacial drumlins and the previously-formed anticlines. We cannot miss noticing the bold bluff of Rock Hill, immediately below which the river used to swing. Indeed, this appropriately named hill is one of the out-jutting granite formations to the north of the fault.

In 1912 (a mere fraction of a second ago if we are still looking at this from a geologist's point of view), a new concrete arch was built to carry Auburn Street and the new Mystic Valley Parkway across the river.

Before the arch was completed and the contractors were ready to move the river from its old channel to the new one under the arch, the impatient stream moved in itself, because the new channel had been excavated too near the old for safety. Again the stream showed its individualism!³

The year 1912, too, was that in which the new Parkway was extended along the shore. The beautiful road would have been impossible without the Cradock dam, for it was built but a few feet above sea-level. Up river the steam dredge removed islands, deepened the channel, eliminated some of the serpentine courses, and made the valley the charming sight it is at the present time.⁴

All through human history in this part of the country, the Mystic has played an important part. Indians paddled its waters, using the stream as a highway to the interior. Indians, and settlers, too, fished from its depths the alewife. Medford depended on the Mystic for much of its early life, and for its later success in shipbuilding. Although now it serves no important economic purpose, it adds charm to the environment, and aids us all with its beauty. Let us strive to keep it beautiful!

—BRADFORD COOLIDGE.

DANIEL W. LAWRENCE BENEFACTIONS.

AT the February meeting of the Society, Ernest B. Moore gave an account of the series of bequests made by the late Daniel W. Lawrence that resulted in the founding of the Lawrence Memorial Hospital, besides the lunchroom system in the High School.

Mr. Lawrence was active in the affairs of the town, serving as selectman, representative to the legislature, engineer of the fire department and sinking fund commissioner.

³ Mann, M. W. "In Another Corner of Medford," *Historical Register*, pages 25-37, April 1919.

⁴ Mann, M. W. "Why Mystic?" *Historical Register*, pages 49-56, July, 1918.

He was an organizer of the Medford Savings Bank in 1869 and was at various times its secretary, treasurer, and finally president.

Having served in the Civil War he was an appreciative member of the G. A. R., always wearing its button in his coat lapel.

Masonry claimed his attention at an early date and he held office in many bodies and was an active thirty-third degree Mason.

Music was one of his chief enjoyments and when a young man he had studied the violin. In later years he was a subscriber to the Symphony and many other musical organizations.

A baseball "fan" of the highest order, every professional game of the big leagues wherever he was numbered him as an interested spectator.

His original will was dated 1887 and the only public bequest was a fund to be established as the Lawrence Memorial Fund, the income to provide band concerts within one half mile of Medford Square.

The third codicil, made in 1910, contains a bequest of \$10,000 to the City of Medford, the income from which to be paid by the city to poor residents who were born in Medford as the city limits are this day and not including any greater Boston.

Also \$10,000 to the City of Medford, requesting that the income thereof be paid to the school committee to assist in providing lunch at the High School in memory of his High School attendance.

The fifth codicil was made in 1915. Probably realizing his advancing age and the death of one son and of his wife, with another son in poor health, he added various sums to bequests already made and increased his benefactions by three: \$500 to a Masonic Body, \$20,000 to the Home for Aged in Medford and then in Item 10 provided for a hospital in the following language:

"Item 10. I direct my executors to pay \$100,000 to a Hospital Corporation to be formed within two

years after my decease, said sum to be used in purchasing land and constructing a hospital in Medford, Massachusetts; I also direct my executors to execute a contract of trust with the Massachusetts Hospital Life Insurance Company or some first class trust company, creating a trust fund of \$300,000, the income of the first \$100,000 to be paid annually to said Hospital Corporation for the support of the said Hospital, the income of the second \$100,000 to be paid annually to my son George W. Lawrence so long as he shall live and after his decease to said Hospital Corporation, and the income of the third \$100,000 to be paid annually to my son Rosewell B. Lawrence so long as he shall live, and after his decease, to said Hospital Corporation; and if such a Corporation shall not be formed within two years after my decease, I give and bequeath said sums, totalling \$400,000, to my heirs-at-law."

—EDITOR.

GEORGE S. T. FULLER.

Whereas the officers and members of the Medford Historical Society have learned with deep regret of the passing of its former Secretary-Treasurer, George S. T. Fuller, on January 28, 1935, at his home in Eustis, Florida; and

Whereas George S. T. Fuller in his capacity as an officer of the Medford Historical Society showed keen interest in all its affairs, and for many years efficiently managed the publication of its "Historical Register," while engaged in many other activities of the Society; therefore

Be it Resolved that the officers and members of the Medford Historical Society extend their heartfelt sympathy to Mrs. Fuller and her son in the great loss sustained in the passing of a devoted husband and father.

EDWARD J. GAFFEY,
HELEN T. WILD,
THOMAS M. CONNELL.

WILLIAM CUSHING WAIT.

IN the death of William Cushing Wait, the Medford Historical Society has lost one of its charter members and its first President. Not only was Judge Wait an active member in the first years of the organization, printing the results of his researches into various aspects of Medford's past, but he kept alive his interest in the Society throughout the long exacting years of his broader service to the Commonwealth.

His was a life of service to city, church, and state,—at once a service that was shaped by an understanding of the past and a far-sighted vision of the future. From the local history of Medford, his penetrating mind turned to explore the backgrounds of the law, to trace its development, and apply its principles. Both in the earlier publications of the Society and in the later opinions of the Supreme Judicial Court, he showed his gift for lucid and convincing expression of fact and theory, and his appreciation of human values. This was of his very nature. With him, scholarship was not an abstract accomplishment apart from practical life. He gave learning to life and translated thought into action in the many capacities in which he served the well-being of his community.

The Medford Historical Society is proud to have received its first great impetus under his leadership.

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HISTORICAL REGISTER

JUNE, 1935



Medford High School

Centennial Number

1835 - 1935

PUBLISHED BY THE
MEDFORD HISTORICAL SOCIETY
MEDFORD, MASS.

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Entered as second-class matter, under the act of July 16, 1894,
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MEDFORD HISTORICAL REGISTER.

Published quarterly (March, June, September, and December)

BY THE

Medford Historical Society

AT

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For sale at the Society Rooms and by the Treasurer.

Committee on Publication

Prof. Edwin B. Rollins, Chairman

Joseph C. Smith, Editor

Mrs. Ruth Dame Coolidge

Thomas M. Connell, Business Manager

Mrs. Lucy F. Smith

FORM OF BEQUEST.

I give and bequeath to the Medford Historical Society, in the city of Medford, Mass., the sum of _____ Dollars for the general use and purposes of said Society.

(Signed) _____

to all the older living graduates of Medford High; and presented Senator Daly, who gave an address teeming with many reminiscences of happenings at this site.

The Legion Band was massed at the west of the dedicatory party, the High School choral group at the east, and the crowd in High Street listened attentively.

Twilight was approaching as the second tablet was unveiled by Miss Coolidge and Miss Allen; and the party marched through the Square and up Forest Street to the High School lawn as night drew on. There, in honor of the men and women of Medford High who had served in the World War, a wreath was placed at the base of the bronze memorial, Medford's roll of honor, and following a brief address by Past Commander Charles M. Doherty, Post 45, American Legion, the Legion Band played "The Star Spangled Banner" and the first events of the Centennial had passed into history.

THE CENTENNIAL BALL.

THE following evening, Thursday, May 16th, came the formal opening of the three days' observance. This was the Centennial Ball in the Armory, a night of joyous reunions, of dancing old and modern, with a great number of Alumni in attendance.

Decorations such as had never been seen before at a Medford social event, transformed the great drill shed into a corner of fairyland. The walls were hung with spring green sateen, with silver panels separating the different sections; and silver vases contained appropriate flowers.

The dancers moved under a ceiling canopied with the blue and white of their Alma Mater, and a burst of college pennants lent variety to the scene. Fanned colors and American flags adorned the panels above the plumb wall hangings, and the results were highly artistic. Andrew F. Gaffey was chairman of the committee in charge of the decorations.

The patrons and patronesses were: Superintendent of Schools Dr. J. Stevens Kadesch and Mrs. Kadesch; Principal and Mrs. Ralph L. Kendall of the High School; Mrs. Ellen R. Hayes of the School Committee, Chairman of the Centennial general committee; Mrs. Margaret B. Johnson, Secretary of the Centennial Committee; Mayor and Mrs. John J. Irwin; and Senator and Mrs. Charles T. Daly.

Many graduates of other days from Medford High greeted the patrons and patronesses and between dances held scores of unforgettable reunions—in fact, it was a night of reunions to be further enhanced and re-cemented by the program prepared for Alumni Day the coming Saturday.

The splendid music furnished by Billy Lossez, a former Medford High boy, and his Providence-Biltmore Orchestra of fourteen pieces was for several of the numbers dedicated to High School interests, the Alumni, the Faculty, friends of the school, the High School itself.

A charming feature of the ball was the ticket balloting for "Miss Centennial," whom the votes decreed was Miss Eleanor Mullane, Class of 1933. Her home is at 15 Johnson Avenue, West Medford. She was presented a large silver loving cup by Lawrence Moore, Chairman of the Ball Committee, the piece having been given for the occasion by Mrs. George A. Moore, Sr., of Summit Road.

THE FORMAL NIGHT.

FORMAL night at the Riverside Theatre, Friday evening, May 17th, was an outstanding feature of Centennial Week, because it wove together with speeches, music and pageant the enthralling story of the High School's one hundred years.

Mrs. Hayes, chairman of the General Centennial Committee, in a pleasing talk presented Winthrop I. Nottage as Chairman for the occasion. He welcomed

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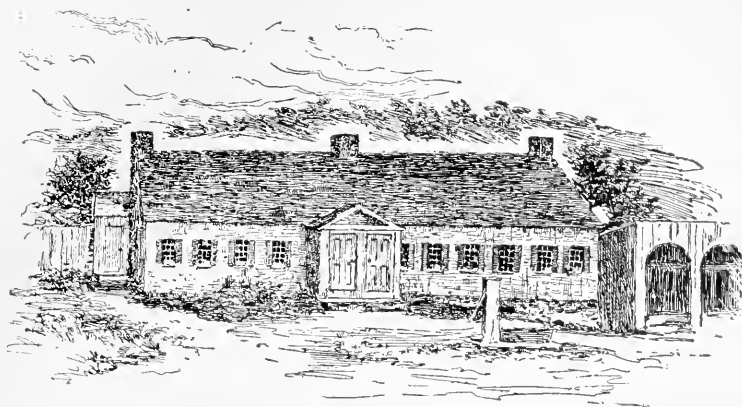
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All of which is respectfully submitted

By order of the School Committee

Medford, March 5, 1838.

GALEN JAMES, Chairman.

MEDFORD HIGH SCHOOL

CENTENNIAL OBSERVANCE COMMITTEE

This Organization carried out the One Hundredth Anniversary

GENERAL COMMITTEE

MRS. ELLEN R. (SAMPSON) HAYES, General Chairman
 MRS. MARGARET (BUSS) JOHNSON, Secretary
 EARL B. MUNKO, Treasurer
 HERBERT M. MARVEL, Auditor

TWENTY SIX MEMBERS AND THE CHAIRMEN OF ALL OTHER COMMITTEES

WORKING COMMITTEES

Finance, Herbert M. Marvel; *Posters*, Ralph L. Kendall; *Publicity*, Frederick L. Bosworth; *Decorations*, Andrew F. Gaffey; *Music*, Dr. Charles W. McPherson; *Publications*, Edward J. Finnegan; *Housing*, *Transportation*, Andrew S. Scott; *Contact Registration*, Lester D. Cushman; *Exhibits*, Mrs. Flora Enwright O'Keefe; *Alumni Association Contact*, Richard J. Phelan.

RECEPTION

ENTIRE GENERAL COMMITTEE

OBSERVANCE COMMITTEES

Dance, Lawrence Moore; *Formal Day*, Winthrop I. Nottage; *Memorials*, Charles B. Dunham; *Class Day*, Paul G. Richmond; *Banquet*, Frank D. Neill; *Class Reunions*, Lewis H. Peters

CLASS REPRESENTATIVES

1873	Edward P. Adams	1906	Miss Edna McKeon
1874	Edward P. Adams	1907	Mrs. Lottie (Hill) Blanchard
1875	William P. Martin	1908	Miss Ida Peak
1876	Miss Helen T. Wild	1909	Fred J. Burrell
1877	Miss Helen T. Wild	1910	John B. Street
1878	Miss Helen T. Wild	1911	Seward Highlev
1879	Miss Ella L. Alden	1912	Miss Louise P. Taylor
1880	Mrs. Alice R. (Moore) Morrison	1913	Joseph W. Wellington
1881	Miss Annie M. Drury	1914	Ralph H. Mosher
1882	Dr. Charles R. Draper	1915	Mrs. Ethel (Richardson) Beattie
1883	Mrs. Ellen L. (Adams) Tisdale	1916	Miss Dorothy Flanagan
1884	Mrs. Ellen L. (Adams) Tisdale	1917	James W. Norton
1885	Mrs. Carrie (Barker) Preston	1918	Miss Doris R. Lawton
1886	Charles B. Dunham	1919	Mrs. Edna (Pearce) Richmond
1888	Charles B. Dunham	1920	{ Mrs. Lillian (Peters) Guptill
1889	Miss Jennie S. Archibald		{ Miss Katherine Howe
1890	Miss Ida L. Symmes	1921	Paul G. Richmond
1891	William H. Winkley	1922	Mrs. Marian (Pritchard) Richmond
1892	Mrs. Grace E. (Alden) Thurston	1923	Willard N. Price
1893	Mrs. Clara W. (Goodwin) Jackson	1924	Richard J. Phelan
1894	Mrs. Stella (Weston) Howe	1925	Henry D. Hormel
1895	Mrs. Florence (Wheeler) Carter	1926	Miss Mildred Dunbar
1896	Ned L. Morrison	1927	Mrs. Eleanor (Mullen) Usher
1897	Edward M. Peters	1928	Miss Mary Cunningham
1898	Mrs. Marguerite (Hutchins) Finney	1929	Forrest M. Branch
1899	Mrs. Laura (Comstock) Littlefield	1930	Miss Edith Chalmers
1900	Mrs. Edith (Kirk) Polsey	1931	{ Miss Tina Pierangelo
1901	Mrs. Bertha (Andrews) Crooker		{ Miss Adrienne Leaman
1902	Miss Pauline Blackington	1932	Miss Lena Geraci
1903	Mrs. Ethel (Clifford) Bryan	1933	Miss Helen Kerins
1904	Mrs. Bessie (Sage) Neill	1934	{ Miss Helen Murphy
1905	Melville H. Blake		{ David Baker

The Medford Historical Register.

VOL. XXXVIII.

JUNE, 1935.

No. 2.

THE MEDFORD HIGH SCHOOL ATTAINS ONE HUNDRED YEARS.

A REVIEW AND RECORD OF THE CENTENNIAL OBSERVANCE OF THE
FOURTH FREE PUBLIC HIGH SCHOOL FOR BOYS AND GIRLS
ESTABLISHED IN MASSACHUSETTS.

Written especially for this High School Centennial Edition of THE MEDFORD HISTORICAL REGISTER by Thomas M. Connell, Class of 1891, and Frank W. Lovering, Class of 1895.

IT was nearing midnight on Saturday, the 18th of May, 1935, when the last ruffle of applause for the closing speaker at the Centennial Banquet in observance of the founding of Medford High School receded into silence in the vast drill shed of the Lawrence Light Guard Armory, the more than a thousand graduates had gone, and the final curtain fell on a three days' program comparable with but one such event in the life story of the Mystic City—the three hundredth anniversary of her settlement, an occasion more clearly catalogued in memory's archives as the Tercentenary.

The various committees breathed, as individual members, long-drawn sighs of relief. Their work was not merely a vision melted into the Yesterdays; but it had resulted in overwhelming success . . . even the fickle god of the weather coöperated unstintedly.

From the day the happy idea of a one hundredth observance of the birth of Medford High was suggested by Mrs. Ellen R. Hayes of the School Committee (Mrs. Hayes later became the able General Chairman of the affair), there was no cessation in pushing forward the praiseworthy undertaking.

Offered to the Committee, the plan was caught up by them with enthusiasm, seconded by the other city officials with alacrity; and the graduates of Medford High rallied to the beloved Blue and White of their

Alma Mater with the loyalty and self-sacrifice of American soldiers in all our wars to the glorious Stars and Stripes—for it was a real struggle to get the program under way; and it required unswerving enthusiasm to keep the idea going and to mould from the welter of cross-opinion a series of events which at once should not be so stretched out as to become tiresome, and which nevertheless must cover in the three days assigned to it—May 16, 17 and 18—a comprehensive and satisfying epitome of what the first full century had meant to Medford in education of the High School grades.

The three-day observance, summarized briefly, consisted of tablet dedications at the first and second High School sites, and the laying of a wreath on the World War memorial in front of the present High School building, in honor of the Alumni of the school who served in the great struggle; the Centennial Ball, a colorful affair at the Lawrence Light Guard Armory; the formal exercises in the Riverside Theatre where, following speaking, a pageant written by Mrs. Ruth Dame Coolidge, President of the Medford Historical Society, and depicting the School's history in costume, was offered to an audience of Alumni and their friends that filled every seat; and finally, on Saturday, the dedication of a bronze tablet within the porch of the High School, commemorating the Centenary, a reunion of the graduates, their picturesque march to Fulton Field for an afternoon of athletics, and in the evening the Centennial Banquet at the Armory.

But to start the record at its beginning, the School Board fell in with Mrs. Hayes' suggestion unanimously and at that meeting named a sub-committee to make initial arrangements. This committee consisted of Mrs. Hayes, Daniel M. Daley and Dr. John W. Gahan.

The group called a meeting of the Alumni through an advertisement in the *Medford Mercury* late in January. Early in February, with enthusiasm growing daily, a formation session was held and the General

Committee for the Centennial was chosen: Mrs. Hayes, Class of 1880, Chairman; Mrs. Margaret Buss Johnson, 1902, Secretary; and Earl B. Munro, 1909, Treasurer. At a later date Herbert M. Marvel, 1897, was chosen Auditor.

In the original set-up a Committee on Committees was recommended by Lester G. Cushman, 1907. Seventeen committees were decided upon, the chairmen were nominated for these, and when the sub-committees had been formed the services of the Committee on Committees was automatically ended. This saved a great deal of confusion.

Inside of a few weeks the proposition assumed definite shape. The Finance Committee designed a souvenir receipt for contributors and speedily put these into use, at the same time assisting in furthering the suggestions of other committees to produce revenue.

The Committee on Memorials held a competition for the bronze tablet which was placed on the present High School building, selected the winner and contracted for the memorial. The Poster Committee held contests in the High and Junior High grades, and from these chose a meritorious poster.

An interesting Cachet movement by the students was sponsored as a separate project by the school. The plans of the Exhibits Committee were completed in a most satisfactory manner and the display of various types of work done by High School people past and present was one of the most interesting features of the occasion and attracted great interest, especially on Alumni Day.

The various other committees functioned successfully. Secretaries were secured, for example, for sixty-four of the High School graduating classes; and each of these secretaries did yeoman service in arousing enthusiasm in the plans at hand. More than six thousand letters were sent to Alumni in all parts of the world: Mrs. Dorothy Hart Mitchell, Class of 1915,

came five thousand miles from Honolulu to be present; and Mrs. Mabel Tucker Lydiatt, Class of 1903, came three thousand miles from Calgary, Alberta, Canada.

All addressees were circularized twice, and the *Medford Mercury* printed daily for weeks long lists of graduates who were planning to be in Medford for the great occasion. Innumerable replies from Alumni in the United States and Canada, and from many foreign countries regretting inability to attend, contained words of filial love for old Medford High and her army of teachers past and present.

The coöperation of Dr. J. Stevens Kadesch, Superintendent of Schools, and of the beloved Headmaster, Ralph L. Kendall, aided materially in unnumbered ways. The General Committee met every Tuesday from early in February until the closing day, May 18th; and several times following for the purpose of clearing up the aftermath of business.

Other committees convened weekly in addition to attendance at the general sessions Tuesdays. It was a big job with a great number of men and women involved.

The actual expenditures exceeded four thousand dollars. The City of Medford contributed eight hundred dollars toward the Centennial by unanimous vote of the Board of Aldermen, effected through a special Enabling Act passed by the Massachusetts Legislature on a bill filed by Senator Charles T. Daly, of the Class of 1901.

The excellent printing which featured the various programs and announcements of the occasion was prepared at the Vocational School, and this was one of the most important parts of the final plans. The most interestingly curious feature, perhaps, was the sale of souvenir flags done in the school colors, blue and white, as admission to the athletic field for the Class Day festivities on the afternoon of Saturday, May 18th.

The work of the Medford Historical Society, co-operating in various valuable ways, supplying pictures,

cuts, lantern slides and factual data, and arranging the placing and dedication of the markers for the first and second High School buildings, was pronounced by the General Committee as of outstanding worth in furthering the proposition.

MARKING OLD SITES.

THE first note to sound the opening of the festivities after tedious months of planning and infinite care on the part of the loyal and enthusiastic corps of workers, was struck when the American Legion Band, Post 45, accompanied by its color guard and crack drill team, marched in the early evening of Wednesday, May 15th, up High Street from Legion Hall, escorted by a platoon of police detailed by Chief Daniel W. Connors.

A large crowd gathered on the lawn at the west portal of the first Parish (Unitarian) Church, just as the late sun was streaming through the fresh young leaves that welcomed another spring. Large groups of Alumni, accompanied by many boys and girls enrolled today in the city's schools of all grades, followed the band up the tree-embowered thoroughfare from Medford Square, and took places respectfully around the flag-draped tablet.

The band, the color guard, and the drill team formed in a hollow square at the back of the lot where one hundred years before, that very month, the first free public High School in Medford and the fourth in the Commonwealth had been inaugurated without ado.

The exercises began at 7.15 when Everett W. Stone, vice president of the Historical Society, in fitting words presented Richard B. Coolidge, a former mayor of the city. Mr. Coolidge made the dedicatory address, at the end of which the marker was unveiled by Miss Olive Coolidge and Miss Rowena Allen, garbed in costumes of 1835.

The text of the tablet is as follows:

ON THIS SITE
STOOD THE
FIFTH SCHOOLHOUSE IN MEDFORD
ERECTED IN 1795

IN IT THE TOWN ESTABLISHED
ITS FIRST HIGH SCHOOL IN
MAY, 1835
THE FOURTH SUCH INSTITUTION
IN MASSACHUSETTS

COMMEMORATED BY
MEDFORD HISTORICAL SOCIETY
MAY, 1935

A group from the Girls' and Boys' Glee Club of the Senior High School sang the old-time Colonial hymn, "Duke Street", led by Ralph I. Schoonmaker, Supervisor of Music in the Medford schools. This was followed by the playing of "America the Beautiful" by the Legion Band. Many of the spectators joined in this song.

The tablet is fashioned of metal to withstand the ravages of the weather, and lettered in black on white.

The program finished at the site of the first High School, line of march was again taken up down High Street to the present Centre Grammar School, which was the second building to house Medford High. There on the outer east wall of the stairwell the second marker, at present temporary, was dedicated. The inscription on this is:

SECOND HOME
OF THE
MEDFORD HIGH SCHOOL
1844-1896

Chairman Charles B. Dunham of the Centennial Committee on Memorials spoke briefly and entertainingly of the story associated with this location, familiar

the audience which packed the theatre, and presented in turn Mayor John J. Irwin; Headmaster Kendall, whose subject was "The Growth and Ideals of the Medford High School;" Dr. Kadesch, Superintendent of Schools; and Dr. Payson Smith, Commissioner of Education for Massachusetts.

Music was furnished between the addresses and during the pageant by the Medford High School orchestra, directed by Mr. Schoonmaker.

The pageant was written for the occasion by Mrs. Ruth Dame Coolidge. It was entitled, "The Procession of the Classes," and was coached by Leslie R. Carey of the High School faculty.

The introduction was by the use of stereopticon slides, with George Cushman announcing from a lectern at the right of the stage, and slides loaned by the Historical Society were interspersed with the various scenes.

Walter R. Magoun of the Class of 1883, a frequent participant in Medford historical presentations, first appeared in old-time costume, representing Deacon Galen James, an early ship builder, who pleaded before the town meeting of over one hundred years ago for the establishment of a free high school in Medford for boys and girls. The lights were flashed off and lantern slides told the story of the first school building near the horse-sheds at the rear of the original First Parish (Unitarian) Church.

The tale moved on, and it was graduation morning in November of 1846, with a bit of a dance in which the participants were Harry Atwater, Paul C. Belair, Bruce A. Barker, Kenneth W. Hiron, Edna L. Davidson, Jean G. Shufelt, Ruth V. Griffin and Priscilla Alden.

The Class of 1855 graduated six students, and the next scene represented this happy occasion, the participants being Marie H. Harkins, Louise R. Antonellis, Dorothy M. Brandt, Florence Perkins, Rita Memmolo and Louise M. Shannon. Accompaniment was furnished

by a banjo sextet: John Bethel, John McCord, Silvio DiStefano, Sewall Richardson, Frank Bonitz and Stewart Rumery.

Came the close of the Civil War, and the graduation of the Class of 1865. The orchestra gave a special arrangement of "Taps," and the players saluted the flag, which was held by Thelma Mayo, in a gay little dance as of joy at the ending of the struggle that had sundered the Union. Those who took part were: J. Alden Goudy, Alfred P. Pompeo, Harold A. Wolfe, Winthrop S. Polsey, Alyce B. Janaro, Natalie F. Irish, Thelma N. Mayo, Elizabeth Wendt and Olive D. Coolidge.

Several of the Class of 1876 got hold in advance of a graduation program, and in order, rehearsed their commencement parts. There was lots of fun and a cross-fire of school-end chatter in this little scene. The participants were: Raymond C. Boshco, Paul C. Petersen, Janet A. Neill and Virginia Miers.

The 1885 graduation episode revived fond memories in the minds of the many among the audience who had had the good fortune to go to Medford High when dear old "Pa" Dame was headmaster; for the feature was a rehearsal of Mr. Dame's never-to-be-entirely forgotten pronunciation classic embodying the love story of Roland and Diana.

Those who took part were: Herbert C. Giffen, Joseph E. Consolmagno, Amy Wild and Evelyn Telfer.

"RO-LAND AND DI-A-NA."

SEVEN hundred copies of Principal Dame's noted pronunciation exercise, "Roland and Diana," were struck off after an original manuscript of it had been retrieved from one of Mr. Dame's early pupils, Miss Lucy Kummer, Class of 1884, and with infinite care, prepared on a typewriter by Miss Margaret Gowans for mimeographing. These "exercises" were distributed

generally among those returning Alumni who had learned the sentences years before in the administration of the beloved old headmaster.

Since Mr. Dame's own manuscript is apparently no longer extant, and because the only copy known to be in existence was found only after tedious search, it seems desirable to perpetuate in the confines of this article the appealing story of

RO-LAND AND DI-A-NA.

Roland and Diana were lovers.

Di-a'na was (woz) e-phem'e-ral but come'ly, hyp-o-chon-dri'a-cal but not lu-gu'bri-ous, di-dac'tic but not dis-hon'est (diz-on est) nor giv'en to rib'al'd or tru'cu-lent gri-ma'ces. Her heart (hart) was (woz) not ad-a-man'tine and her ad-dress' was per'emp-to-ry (per em-tur-e) with-out be'ing dif-fuse' (dif-fus). Ro'land, on the oth'er (uth er) hand, was of (ov) a sat'ur-nine coun'te-nance, at once (wuns) splen'e-tic (splen e-tik) and com'ba-tive (kum ba-tiv) in dis-po-si'tion, (dis-po-zish un) so that his was'sails (wos sils) and or'gies were (wer) al'most ma-ni'a-cal in their (thar) ef-fect'! He was a te-leg'ra-pher by pro-fes'sion, (fesh un) hav'ing re-ceived a di-plo'ma from Caius (keez) Col'lege, but ag'gran-dized his sti'pend by dab'bling in phi-lol'o-gy, or'tho-e-py, and zo-ol'o-gy dur'ing his leis'ure (le'zhur) hours (ours), so that he was ac-cused of fet'i-chism (or fet'i-cism) and ter-gi-ver-sa'tion by his pa'trons (pa'truns). Still his a-cu'men and pre'sci-ence (pre'she-ens) were such that on'ly a mi-sog'y-nist would (wud) dis-cern (diz-zern) that he was an as-pir'ant for the gal'loWS (gal'lus). His a-cet'ic, rath'er than his ac-cet'ic nat'ure (nat'yur), nat'u-ral-ly in-clined' him to visit a chem'i-cal lab'o-ra-to-ry, well filled with ap-pa-ra'tus, to which he had ac-cess', whence he oft'en (of fn) re-turned' with glob'ules of i'o-dine and al-bu'men on his caout'chouc (ko'chuk) shoes (sho), which sub-ject'ed him to the risk of nu'mer-ous al-ter-ca'tions with his land'la-dy, a vi-ra'go and pyth'o-ness (pith'o-nes) in one, and with the ser'vant her ac'cesso-ry (ak'ses-so-re) or al-ly'! Ro'land had, however, become ac-cli'mated to his place, received every'thing with e-qua-bil'i-ty, reclined upon the di-van' where he con-tem-plated the e-ly'si-um (e-lizh'e-um) where Di-a'na dwelt, and ad-dressed' don'a-tive dis'tichs to her in the sub-si'dence of rail'ler-y (ral'ler-e).

There was a certain di-oc'e-san who endeavored to dis-pos-sess' Roland in the af-fec'tions of Diana. He had sent Diana a ring with o'nyx (o'niks), a chal-ce-don'ic va-ri'ety of stone, and once hung a pla-card' where he knew she would see it from her case'-ment; but she stead'fast-ly rejected his o'ver-tures and o'gled

(o'gld) him as if he were a drom'e-da-ry. The diocesan beetook himself to ab-sol'u-to-ry prayer, but continued his di-gres'sions (de-gresh'uns) and in-qui'ries. Roland became cog'ni-zant of this a-mour', and armed with a withe he in-veighed' (in-vad) against this gay Lotha'rio, who defended himself with a fal'chion (fal'-chun) until Roland dis-armed' him, hough'ing (hoking) his pal'frey withal! After the joust, the preb'en-da-ry ab'ject-ly a-pol'o-gized, al-be'it in a scarcely respir'a-ble (re-spir'a-bl) condition, then hastened to the phar-ma-ceu'tics ae'rie (e're) for Co-pai'ba, mor'phine and qui-nine' and was not seen again till Mich'ael-mas (mik'el-mas).

Roland returned on Thanks'giv-ing Day, took an in'ven-to-ry of his pos-ses'sions, which con-sisted of a large pack'age of en've-lopes, a dish of an-cho'vy sauce, a tame fal'con, (faw'kn) a book of a-cous'tics, a min'ia-ture (min'e-tur) of a mi-rage' (me-razh), a trea'tise on the e-pi-zo ot'ic, a stom'a-cher lined with sarce'net, a cere'ment of sep'ul-ture, a ca-da'ver and a bomb (bum).

The next day the hy-me-ne'al rites were performed', and Diana became thence-forth' his faithful co-ad'ju-tant and house'wife (huz'wif).

THE SEAL COMPLETE.

FOLLOWING the presentation of "Ro-land and Di-a-na," the stage was set for the dedication of the new High School on Forest Street where, in the Class of 1896, Mr. Dame had twenty-nine graduates and a staff of four aids.

In this scene the character portrayals were by John Carr, Edward J. Lupien, Corinne N. Roberts and Elizabeth E. Giles.

The eighth episode took place on graduation morning in June, 1905. This scene featured a waltz in which the participants were Robert Brown, Clark Streeter, John D. Furrier, Thomas W. Talcott, Frank L. Stoughton, John J. Jackson, Eleanor R. Sulis, Margaret F. Silvestri, Marjorie Hooper, Donelda E. Pillsbury, Georgina Batten and Barbara M. Green.

The tale was set forward then to June of 1917, two months after the United States entered the World War. The orchestra played "Over There." In this striking scene the dramatic club members taking part were

William M. Shemkus, Wyman C. Tobin, William L. Silliker, Romolo Finelli, Lawrence U. DeMone, Wilda B. Stewart, Allison Brayton, Alice McDevitt, Rowena Allen and Pearl K. Pieroway.

The 1925 scene, which blended into the finale, was a beautiful and striking bit of stage artistry and workmanship. Miss Helen B. Elliot took the part of "The Spirit of Medford High School," assisted by ten other characters in appropriate costume at either side.

The packed theatre, in utter silence, watched with tense interest. A second curtain rose swiftly and the outline of the seal of the City of Medford was revealed, upright between two pilasters decorated in red, white and blue. As Miss Elliot explained the conception of the seal, its component parts were added by the players—the ship, the crown, the old Cradock House, until behold! it stood complete in colors. This brought tremendous applause from the spectators. It was a surprising and a charmingly conceived dramatic touch.

In her address Miss Elliot spoke of such beloved names in the old and new High Schools as Charles Cummings, Lorin L. Dame, Leonard J. Manning, Frank S. Gilkey, Laura P. Patten, Harry E. Walker, and Mabel A. Gannett; and Sara A. Clapp, Marcia Smith and Josephine Kintz, at this time retired after serving long and faithfully on the High School faculty.

The participants were: representing the Dramatic Club, Thomas W. Sharkey and Helen L. Michelson; Track, Carleton B. Lund; Baseball, Harold L. Wood; Debaters, Valerie I. Armstrong and Chester J. Grasewicz; Vocational School, William B. Strong and William J. Silver; Girls' Basketball, Maryalice Pendleton; Football, Franklin W. Myers.

With this group still on the stage at either side of the seal which it had builded and exemplified, the closing scene melted into it with the entrance of the color guard leading the members of the pageant cast. They passed the footlights and countermarched behind the massed

flags to ascend a series of raised steps at the rear and form a living background.

In the color guard were: Julian Rinehart, Joseph T. Vinburg, Robert F. McNulty, Gordon E. Macpherson, Frederick B. VanMagness and Thomas F. Early.

As the last curtain fell, and the surge of applause ebbed away, Chairman Nottage presented Mrs. Coolidge, the author of the pageant, with a beautiful cluster of flowers. This was the signal for a fresh burst of hand clapping, which Mrs. Coolidge acknowledged smilingly.

To Mr. Carey, who had drilled the cast, was given a leather traveling bag; and Miss Katherine L. Baker, who secured and fitted the costumes, was the recipient of a set of book-ends.

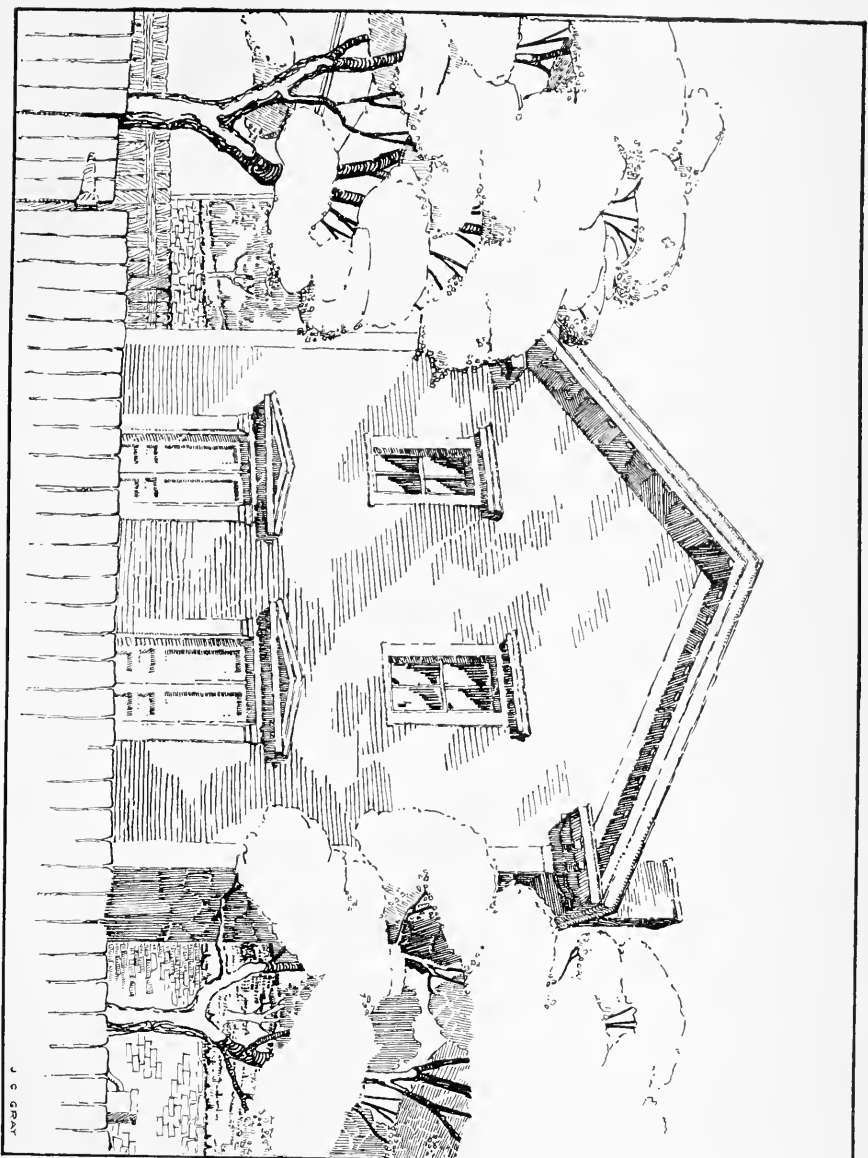
Miss Baker was aided by Miss Irene M. Hall, Mrs. Marguerite C. Perry, Mrs. Barbara C. Logan and Miss Helen Buss. The dancing scenes were ably directed by Miss Myra I. Luce; and Mr. Schoonmaker spent hours both long and tedious in preparing the incidental music.

The cast was selected by Hubert Giffels of the Vocational School and Miss Irene M. Hall of the High School faculty.

Harold E. Woodaman was stage manager. His assistant was Russell B. Donovan, with John S. Quinn, Gordon E. Macpherson, and Donald Berg.

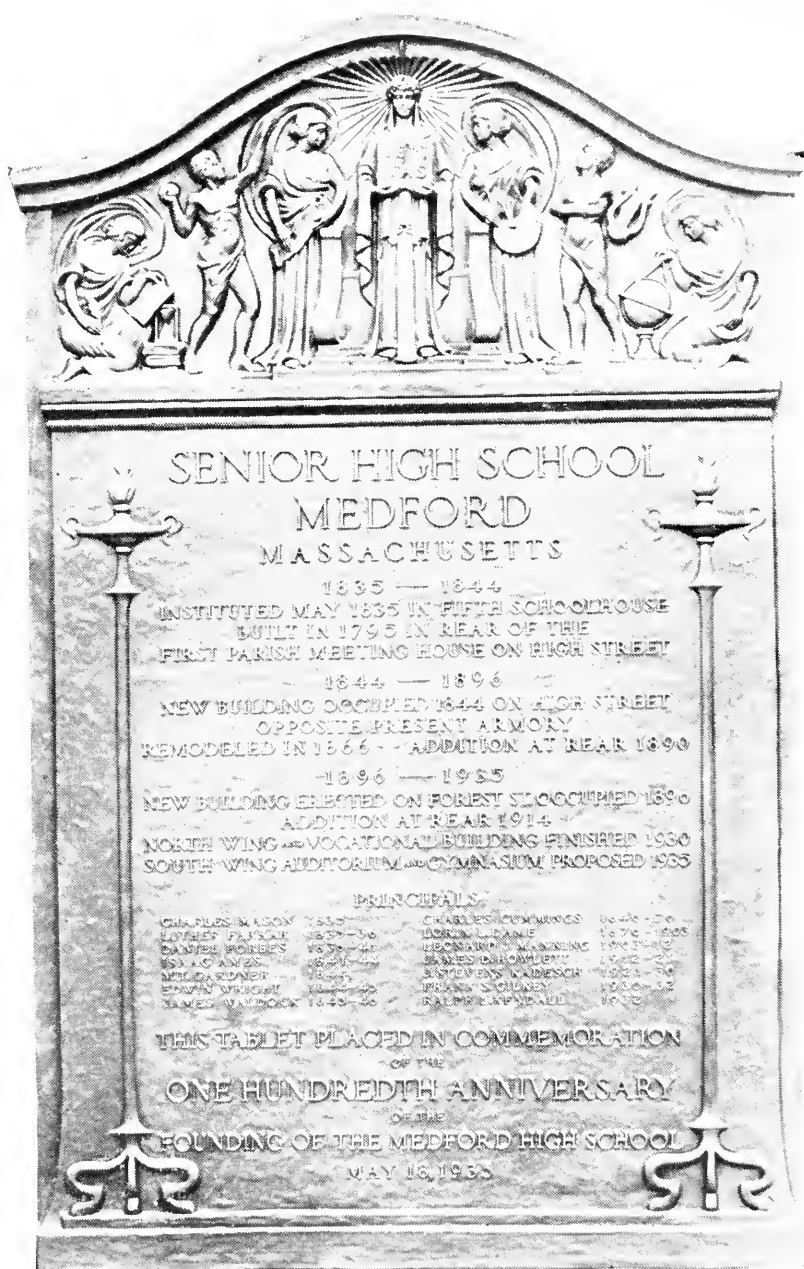
SATURDAY'S CLIMAX.

SATURDAY, May 18th, brought the Centennial program to a happy and satisfactory end, with a schedule of events that began in the early morning with Alumni and Undergraduate exhibits of varied interest in the High School building; class reunions and luncheons; the dedication of the beautiful bronze memorial tablet within the main portico of the school; a noteworthy parade from the building to Fulton Field for Class Day festivities, which included a ball game between the High School nine and a team of ex-stars, coached by the well-beloved James Mansfield; and



THE SECOND MEDFORD HIGH SCHOOL.
(THE FIFTH SCHOOLHOUSE IN MEDFORD.)

This conception of the High School of 1844 is drawn from a description in Dr. Edward W. Barrett's *The Schoolhouses of Medford* (Vol. XXXVII, No. 4, MEDFORD HISTORICAL REGISTER), together with data furnished by Mrs. Mary H. Hayes, Class of 1842; in addition, Joseph C. Gray photographed portions of the present Centre School Building which were part of the original structure, and secured accurate dimensions therefrom, utilizing this material to execute this drawing.

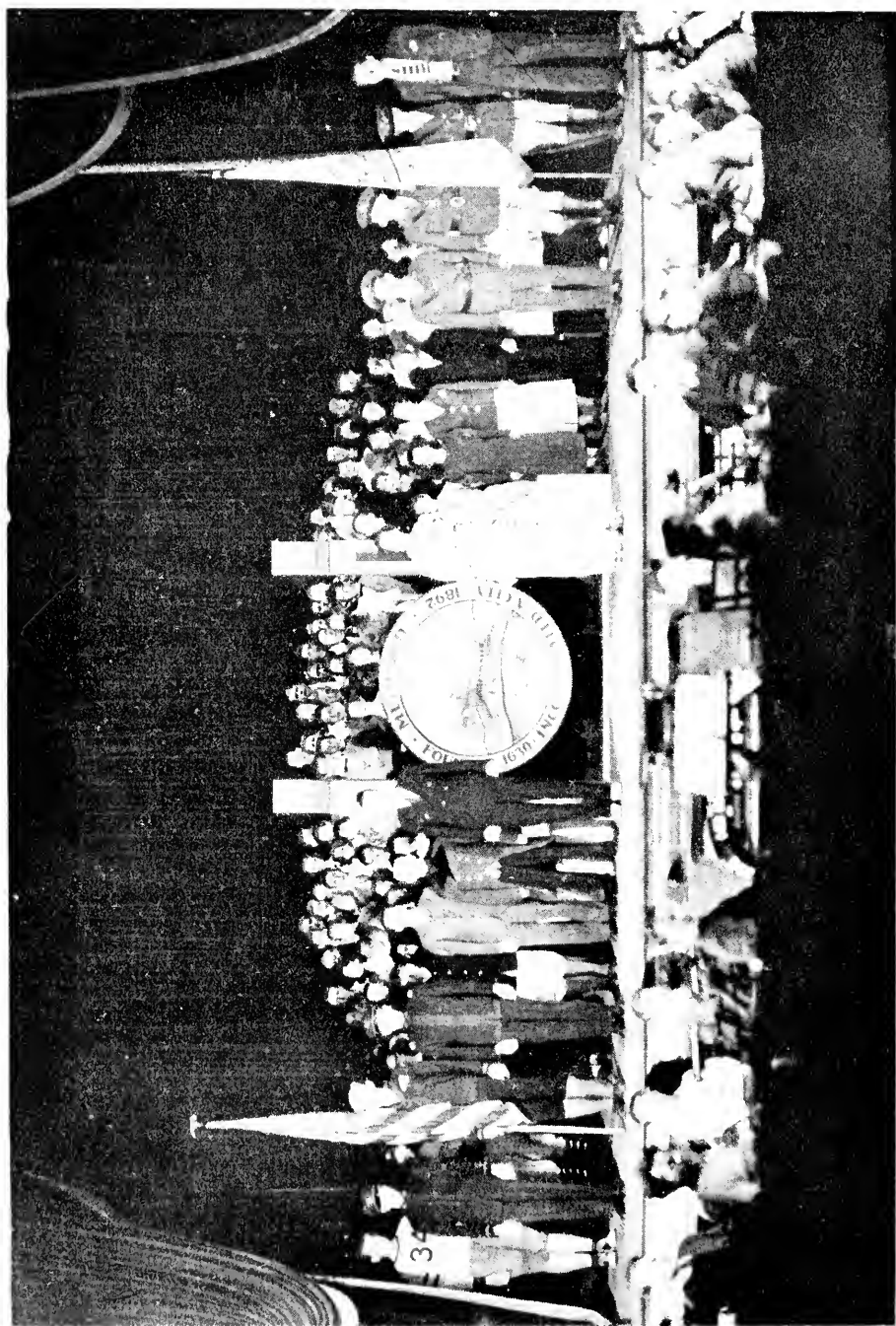


MEMORIAL TABLET IN HIGH SCHOOL ENTRANCE.



UNVEILING OF MEMORIAL TABLET AT HIGH SCHOOL.

(Left to right: Miss Helen T. Wild, '76; Miss Genevieve E. Morash, Vice-President, '35;
Miss Priscilla Alden, '35; Attorney William P. Martin, '75.)



CENTENNIAL PAGEANT CAST AND ORCHESTRA.

other athletic events; and at night the Centennial Banquet at the Armory.

It was one grand day when the women of the old-time classes "let their hair down"—that is, forgot their dignity—and were just school girls again; and the men were boys once more.

For the reunions of the classmates of Yesterdays loved and half forgotten, rooms were set apart all over the school building, and no returning classes of "old grad" collegians ever had more fun than did the hundreds and hundreds of Medford High's Alumni who in meeting those they had known in the days of old stood off and looked and looked to fit names to the faces of vanished memories—Time is relentless as the years slip past, you know—and finally called, or failed to call the names correctly.

Maturity had brought many changes; yet there were some who knew each other instantly despite graying hair or bald spots and other habiliments that are not for youth. But shortly, keen memory and happy reminiscence bred the old-time smiles anew, and it was not long before every man and woman in the merry party was once again on the footing of first names or perhaps nicknames blurred in the pageant of the decades.

Hundreds of returning graduates there were who knew but little of the growth of the school building. They were absolutely lost—so were many of the more recent graduates, too—and guides from current classes piloted the way around the maze of corridors with adeptness and courtesy.

Of notable attraction was the exhibit on the third floor of the north wing. Within the exhibit cases usually utilized by the art and laboratory departments were many things of interest. There was a striking collection of stamps and cachets, the property of Lester Siegal; shells gathered by Miss Frances Chippendale; a puppet show loaned by Miss Barbara Adams; an exhibit of architectural design by Michael E. D'Orsi; a large drawing by Charles B. Dunham showing the

proposed south wing to the High School plant, and indicating the appearance of the whole when that wing is added; and in the corridor a striking display of posters done by some of the classes not yet graduated, as well as by members of the Alumni.

The new Richard Donnelly Crockwell Memorial Library attracted many visitors.

While many of the old grads were yet inspecting the art works and other exhibits, bugles sounded the call for the tablet dedication, and shortly a large crowd had gathered about the main entrance to the school on Forest Street, above which appeared the words in large lettering: "Medford High School Centennial, 1835-1935. Welcome."

The bronze memorial tablet remarking the centennial of the institution was fixed to the north wall of the outer porch, covered with the Stars and Stripes, and awaiting the unveiling.

The High School Band played, and Chairman Dunham of the Memorial Committee spoke briefly and entertainingly of the meaning of the moment. He was followed by Major General Albert C. Gray of the Massachusetts National Guard, retired; General Gray by Mrs. Hayes, General Chairman of the Centennial. Mrs. Hayes presented the bronze to the Chairman of the School Committee, Edwin M. Harkins.

The tablet was unveiled by Miss Priscilla Alden and Miss Genevieve Morash, both of the Class of '35, and Hon. William P. Martin and Miss Helen T. Wild, early graduates. Mr. Harkins accepted the gift, and Chairman Dunham presented Mayor Irwin, who accepted the bronze in behalf of the city.

The last speaker was the designer of the memorial, Emilius R. Ciampa (pronounced Champa), a widely known sculptor of Medford. He thanked the memorial committee for its coöperation and for the honor shown him in choosing him as the designer of the bronze.

The tablet was erected by the City of Medford,

which commissioned Mr. Ciampa to execute the admirable work.

The tablet is of rectangular shape three feet wide and five feet high with moulded arch in which is a panel of human figures symbolizing various branches of education. Below this is the text with an idealized Roman lamp supported by an attenuated standard and tripod at each side, framing the text and symbolizing the dissemination of the light of knowledge.

The general treatment of the tablet is in the Italian Renaissance. The text is as follows:

SENIOR HIGH SCHOOL
MEDFORD
MASSACHUSETTS

1835-1844

INSTITUTED MAY, 1835, IN FIFTH SCHOOLHOUSE
BUILT IN 1795 IN REAR OF THE
FIRST PARISH MEETING-HOUSE ON HIGH STREET

1844-1896

NEW BUILDING OCCUPIED 1844 ON HIGH STREET
OPPOSITE PRESENT ARMORY
REMODELLED IN 1866 - - ADDITION AT REAR 1890

1896-1935

NEW BUILDING ERECTED ON FOREST STREET, OCCUPIED 1896
ADDITION AT REAR 1914

NORTH WING AND VOCATIONAL BUILDING FINISHED 1930
SOUTH WING AUDITORIUM AND GYMNASIUM PROPOSED 1935

PRINCIPALS

CHARLES MASON	1835	CHARLES CUMMINGS	1846-76
LUTHER FARRAR	1835-36	LORIN L. DAME	1876-1903
DANIEL FORBES	1836-41	LEONARD J. MANNING	1903-12
ISAAC AMES	1841-44	JAMES D. HOWLETT	1912-21
M. T. GARDNER	1844	J. STEVENS KADESCH	1921-1930
EDWIN WRIGHT	1844-45	FRANK S. GILKEY	1930-32
JAMES WALDOCK	1845-46	RALPH L. KENDALL	1932-

THIS TABLET PLACED IN COMMEMORATION
OF THE
ONE HUNDREDTH ANNIVERSARY
OF THE
FOUNDING OF THE MEDFORD HIGH SCHOOL
MAY 18, 1935

MARCHING TO THE FIELD.

IMMEDIATELY after the dedication of the commemorative bronze the large group of Alumni scattered for an unforgettable hour to various class luncheons in rooms of the school building set apart for them, or to the cafeteria, where a delicious meal had been prepared; and at 1 P.M. were assembled beneath class year standards on the lawn in anticipation of the parade through Medford Square and Salem and Fulton Streets to the athletic field.

Every graduate had a ticket of admission in the shape of a blue and white Centennial flag, which was purchased for twenty-five cents to assist in the expense of the festivities. The parade was accompanied by the High School Band and by St. Joseph's Boys' Band in colorful uniforms.

There were fifteen hundred marchers, men and women, and a good-sized crowd lined the sidewalks to greet them. Boy Scouts bore placards designating the classes. A detail of Medford police, all graduates or former students at Medford High, preceded the Alumni, with Captain Charles H. Ewell, '83, in command. He was assisted by Sergt. Stuart Lenox, '12, and Sergt. John C. McGrath, '15. The other officers were: Benjamin Filamond, '19; Bernard Creeden, '20; Patrick Hanley, '26; Lawrence Ward, '26; Fred MacArthur, '17; William Colleran, '21; John Conry, '24; Richard Rousay, '15; and William Ryan, '26, the latter of the motorcycle squad.

The American Legion Post 45 color guard followed the police detail. Some two hundred senior students at High came into line behind the Alumni, as Honorary escorts, marching to the music of St. Joseph's Band. Many of the classes picked up members as the paraders tramped along.

First in evidence were the thinned ranks of the classes previous to 1894. Some of the class year standards were missing as no representatives had come to live the

old days over; but as the more recent graduates swung into column the lines thickened and the groups of the later years numbered many, that of 1909, observing its twenty-fifth anniversary, being the largest.

Edward P. Adams, Class of 1873, secretary to the Medford Park Commission, was the earliest living graduate to march.

Swinging into Fulton Field where hundreds of flag-bearing graduates, undergraduates and spectators had already sprinkled the bleachers, the parade dissolved into class groups taking seats as they chose, and the ceremonial of flag raising was observed, after which the sports program got quickly under way, although later in the afternoon the rather raw wind drove many of the Alumni and visitors from the animated scene.

Graduates who had helped hold unsoiled the standard of Medford High in athletics were scattered everywhere, and many of them took part in the games.

In the ball game between the High nine and a team made up of ex-High stars, the High School won in seven innings, 9-8. A relay race presented local runners of recent years divided as Blues and Whites. The Blues took the contest handily. The time was 2 minutes, 28 seconds.

The Class of '35 gained the honors from '34 in the tug-of-war in 1 minute, 52 seconds. Loving cups were presented the victors in each contest.

As the afternoon wore on the wind became so raw—or the appeal of the approaching banquet at the Armory so strong—that not over fifty spectators remained on the playground. Many had returned to the High School more carefully to inspect the various exhibits, and others had gone home to dress for the dinner, the closing event of the program.

THE BANQUET.

THE great drill shed of the Armory never appeared more beautiful, nor held a larger or a gayer crowd of men and women. There were, of course, numbers

present who had not attended High, but who had married graduates. The seating arrangements provided for groups of eight at round tables, and every class, as far as possible, dined together.

The length of the speaking program, interesting though it was, prohibited a general exchange of greetings; but nevertheless greetings did continue all through the long evening, with amplifiers dulled to such an extent by the noise in the hall that little was heard of most of the speeches except by those sitting close to the long head table.

The committee in charge was given the highest praise for the carrying out of the affair. The decorations were even more effective than at the ball. Community singing was led by Harry C. O'Brien and Dr. Charles W. McPherson, and the High School Orchestra played during the banquet.

A raised platform along the west wall of the Armory carried the head table, at which were seated the guests of the evening. These were: Rev. Hazel I. Kirk, '03, Agnes Morrill Howlett, Mrs. Charles T. Daly, Rev. Francis A. O'Brien, Mrs. J. Stevens Kadesch, Dr. J. Stevens Kadesch, Asst. Dist. Atty. Frank G. Volpe, '03, Andrew F. Gaffey, '21, Ex-Mayor Richard B. Coolidge, Mayor John J. Irwin, Headmaster Ralph L. Kendall, Mrs. Ellen R. Hayes, '80, Frank D. Neill, '04, Merton W. Sage, '03, Mrs. Sage, Mrs. Margaret Buss Johnson, '02, Prof. George S. Miller, Sen. Charles T. Daly, '01, Mrs. Persis H. Brown, '02, Prof. Robert E. Rogers, '05, Prof. James D. Howlett, Mrs. Ruth Dame Coolidge, '98, Hon. William P. Martin, '75, Marion S. Miller, Mary C. Irwin, Vera B. Kendall, Mrs. Paul G. Richmond, '22, Kenneth N. S. Ferguson, '27, and George L. Cushman, '35.

The exercises opened with the invocation by Rev. Hazel I. Kirk, Class of 1903, of Medford Hillside. Frank D. Neill, Chairman of the Banquet Committee, gave the greeting to the gathering, and presented the

toastmaster of the evening, Merton W. Sage, Class of 1903, of Bronxville, New York.

In order, followed the speakers: Headmaster Kendall, Mayor Irwin, Persis H. Brown ("Ruth Cameron" of the *Boston Traveler* staff), of Humarock, Massachusetts, Class of 1902, Dr. Kadesch, Senator Daly, '01, Mrs. Coolidge, '98, Rev. Fr. O'Brien, '20, Atty. Martin, '75, Asst. Dist. Atty. Volpe, '03, Prof. Howlett of Colgate, former Superintendent of Medford Schools, Prof. Rogers, '05, of Massachusetts Institute of Technology, and Prof. Miller, a former member of the School Board, now assistant to President John A. Cousens of Tufts College.

Prolonged applause greeted the presentation of each speaker. Bouquets were given Mrs. Hayes, General Chairman of the Centennial plans; and Mrs. Johnson, General Secretary. Flowers also were given two old-time grads who came to the Centennial from the longest distances, Mrs. Dorothy Hart Mitchell, Class of 1915, of Honolulu, and Mrs. Mabel Tucker Lydiatt, Class of 1903, of Calgary, Alberta. The gifts were accompanied by outbursts of applause as they were made by Chairman Neill.

The Chairman called on "Jim" Mansfield, revered athletic coach of many years, to rise in his place, and he bowed acknowledgments while the banquet room was a tumult of handclapping and cheers.

A number of telegrams were read from Alumni unable to attend. One of these was from Miss Sara A. Clapp, a beloved teacher living in retirement now at Monrovia, California; another from Lt. Jack Chevalier, from the SS. *President Harrison* in mid-Pacific, en route to China, sending greetings and urging the gathering to support an airport for Medford; still another message came from Grace Warren Landrum, '94, who was of the Henry Dunster line, and in her school days lived at Boston Avenue and Holton Street, West Medford. She is Dean of Women at the College of William and Mary, Williamsburg, Virginia. Mrs. Viola Davenport Fuller,

wife of ex-Governor Alvan T. Fuller of Malden, was called at her table with the Class of 1900, and acknowledged the spontaneous greetings. Mrs. Fuller was a little later referred to as "Medford's own prima donna."

It was half an hour before Sunday when the dinner talks were over and the High School Centennial program had become just memories—an overwhelming and enthusiastic success from start to finish, reflecting every bit of the much-deserved credit its promoters, in their tireless efforts, had earned.

SIDELIGHTS ON SIDELINES.

IT is an absolute impossibility to record within the confines of these pages, even though the seemingly large space of over seven thousand words was allotted, more than the highlights of the Centennial program.

Some of the mechanics of the great effort must needs be covered however in brief detail. There was, for example, the great amount of work in preparation for the poster which was finally selected. Headquarters for the conduct of the general work of contacting the public were set up in a vacant space in the old Bartlett Block in the Square, and all business centered there. On the walls of the main office were displayed more than one hundred and fifty poster designs submitted by students of the Senior and Junior High Schools, in the poster contests. Designs in each educational subdivision ran "neck and neck" in the struggle for the goal. That finally chosen was by Catherine Thibodeau, Class of 1936, which became the "official poster". This was reproduced and one hundred fifty displayed throughout the city.

It was a fine design in the accepted modern classic style, beautifully composed and drawn, depicting an architectural frame enclosing a representation of a teacher instructing a pupil. With appropriate lettering, all was done in deep shades of lavender and orange.

Second choice fell to the work of Joan Spencer, Class of 1936; and third to Margaret Walker, '35. Ray Sylvester, '35, received honorable mention.

In the Junior High poster offerings the prizes were awarded as follows: First, Mary Ash, 8th grade, Lincoln Junior High; Second, Henry Milo, 9th grade, Lincoln Junior High; and Third, Doris Wiley, 9th grade, Hobbs Junior High.

It was with regret that only honorable mention might be given to other entrants, so excellent was their work. In fact it was felt to be comparable with that of the pupils in the Senior High School, and a conclusion was reached whereby Catherine Keefe, 15 years, 9th grade, and William Dyer, 7th grade, in the Roberts Junior High, Mavis Brown, a pupil of the Osgood Junior High, Edward Woodbridge and Robert Hayton of the Lincoln Junior High and Gertrude Bailey of the Hobbs Junior High, were selected as having presented work deserving of honorable mention.

Prizes of \$5, \$3 and \$1 were given to the first three winners, respectively, in both contests.

A score of other posters were highly meritorious.

They were printed in the school colors, blue on white cardboard, and were displayed advantageously throughout the city by the committee in charge.

CLASS REUNIONS.

A FEATURE of the Centennial days which brought much pleasure to the individual participants was a series of class reunions. The Classes 1874 to 1879 had a get-together supper at the Slave Quarters of the Royall House with some twenty men and women present. The Class of 1897 had twenty at a rousing lunch party Saturday, Alumni Day, at the High School. The Class of 1900 enjoyed tea at the home of Mrs. Katherine Cushing Van de Bogert late that same afternoon with a gathering of a score.

SPECIAL ISSUE OF THE "REVIEW."

CONTEMPORARY with the Centennial program, the Graduation issue of the *Medford High School Review* was prepared with thoughtful care to include many items, articles and illustrations bearing upon the occasion.

An edition of sixteen hundred was sold early with not a copy available for late Saturday comers. The editor-in-chief was John S. Quinn, '35, with Marjorie L. Lamont, '35, and Wylie Kirkpatrick, '36, as assistants.

Seven articles dealt with the Centenary, as well as three of the four editorials. The feature article was a digest of the History of the School by Charles Cummings, Principal from 1846 to 1870. The magazine carried seventy pages including the cover.

The cover, printed in the traditional Blue and White, was a charming design by Lois Watrous and showed the original High School building with the pump and a corner of the First Meeting House horsesheds, at the foot of the drawing. From this beyond the hills in the background, the rising sun of educational opportunity spreads its benignant rays across the top of the page to light up the magnificent 1935 home of Medford High.

The *Review* was attractively put together, with a two-page centerpiece illustrating "The March of Time—1835-1935" by Louise Shattuck, Class of 1937. Publication was by the Medford Mercury Printing Company.

HISTORICAL RESUME.

THE following review of the development of Medford High was prepared by Senator Charles T. Daly, Class of 1901, and used in the Centennial Banquet program:—

The Medford High School was the fourth free public high school established in Massachusetts for boys and girls.

The movement to establish a high school in Medford began at the annual town meeting on March 2, 1835. A committee con-

sisting of Rev. Caleb Stetson, Deacon Galen James, Nathan Adams, Robert L. Ells and Milton James was appointed "to inquire into the different and best methods of conducting public schools; to report what improvements, what number and kind of schools are necessary in this town to qualify every scholar, who desires, for the active duties of life; also, to report upon the duty of the School Committee, the teachers, and the scholars."

The report was adopted at an adjourned town meeting held in April. The town then appropriated \$500 for a high school, in addition to the sum of \$1500 previously appropriated for the support of public schools.

A month later, about the middle of May, 1835, the first high school was opened in one room of the building located off High Street, in the rear of the present Unitarian Church, then called the First Parish Meeting House, and on land owned by the parish.

It was a small, unsightly, inconvenient structure. It contained two rooms, one story in height and was built of brick. It was originally erected in 1795 for a grammar school. It was deserted in 1843 and, by vote of the town, was demolished in 1848.

In 1835 the High School had 55 pupils from 12 to 21 years of age. The town population at the time was about 2,000.

During the first ten years of the school's existence there were as many as eight masters, among whom were Charles Mason, Luther Farrer, Daniel Forbes, Isaac C. Ames and M. T. Gardner.

In 1846 Charles Cummings was elected Principal. He served for 30 years until the close of the school year in June, 1876. He was succeeded by Lorin L. Dame, who served for 27 years, from 1876 to January 27, 1903, when he died. The splendid service of these two headmasters covered 57 of the hundred years of the school's existence.

In 1843 the High School was removed from its first location to the upper story of the new school erected on High Street, on a portion of the site of the present Centre School. For twenty years the building was jointly used as a high and grammar school. This second school was a modern structure and cost about \$7,600.

In 1866 the building was remodeled and enlarged. A cellar replaced the brick basement, a stair tower was added and the entire structure was arranged for the use of the High School at a total cost of about \$26,000, including \$4,730.95 paid for additional land.

In 1890 the capacity of the school was almost doubled by an addition in the rear. Eight class rooms were furnished and laboratories were provided for chemistry and physics.

Three years later the school became so crowded that a new school building to accommodate 600 pupils became a necessity.

In 1894 the City appropriated \$150,000 for the third High

School. This building, now the original or central unit of the present High School was erected in 1895 and was dedicated on May 21, 1896. It was located on a three-acre lot off Forest Street, extending back to the present Bradlee Road. It contained fifteen class rooms, science laboratories and an assembly hall.

In 1914 the original brick building was nearly doubled in size by the erection of the first addition, an extension in the rear, providing many class rooms, a gymnasium and an auditorium holding 1,200 pupils. The cost including land was about \$270,000.

In 1929 a second addition, or north wing, was built and a Vocational School erected nearby, on land located off Bradlee Road. The building as enlarged, with the Vocational School, now accommodates about 2,600 pupils. The cost including land and alterations to the original building, totaled nearly \$900,000.

The plans for the completion of the present High School call for its further enlargement on the south side, by a unit containing class rooms and a memorial auditorium. This proposed unit will enlarge the pupil accommodations to about 3,000.

The graduates of the first class on record, that of the year of 1847, numbered eight. The Centennial Class of 1935 graduated 670 pupils. The estimated total number of graduates during 100 years is 8,766. The present High School has 90 teachers, including those in the Vocational School.

In 1859 six school sessions a week, of five hours each, were established. In 1886 the session on Saturday was discontinued. In 1891 the short summer vacation was extended from June 26 to September 14. Prior to 1852 public examinations were held in April and November.

Diplomas were first awarded in 1864. Music was introduced in April, 1862. Drawing was first taught in 1858. Prior to 1868 the course of study was four years, when it was reduced to three years, and so remained until 1887, when a modified course of three and four years was established.

Military drill was introduced in 1889 and was abolished in 1919. The first lunchroom was opened in 1896. In 1900 the Athletic Association was organized. A gymnastic teacher for girls was appointed in 1902. The present elective course was introduced in 1903.

Junior high school work was begun in September, 1918, on the Six-three-three Plan of organization, but part of Grade IX was housed in the High School building until the end of the school year, June, 1924.

MEDFORD HIGH SCHOOL ALUMNI ASSOCIATION.

WHILE the work of the committee was progressing in preparation for the Centennial observance of the Medford High School, it was conceived in the minds of a number of graduates that a permanent organization of alumni should be formed.

On February 18th a large gathering of ex-members of Medford High School held a meeting in the auditorium of the school. At this meeting a committee was selected to draft plans for a permanent organization. This committee encountered considerable difficulty in drawing up a Constitution and By-Laws to meet with the approval of the majority, but at a meeting held on March 20th in the auditorium of the High School the permanent organization was formed and the following officers elected: President, Robert P. Campbell; 1st Vice-President, Frank D. Neill; 2d Vice-President, John J. Kiley, Jr.; Recording Secretary, Mrs. Violette Johnson; Corresponding Secretary, Miss Eileen O'Brien; Financial Secretary, Forrest Branch; Treasurer, Thomas O'Connor. Board of Directors: Robert Winn, Jr., Arthur Robinson, Mrs. Florence Carter, John Mather, Fred Phillips, John Dwyer, Christopher Sarno.

The activity of the organization during the Centennial was limited; many of its members were actively engaged in the work of the Centennial Committee and nothing was done to interfere with the planning and accomplishment of this splendid celebration.

At the regular meeting of the Association, held on the eve of the Centennial celebration, May 15th, Mr. Stephen C. Corey, a member of the Byrd Expedition who had just returned from the South Pole, related his experiences. Although not a part of the program planned by the Centennial Committee it was an interesting feature.

In the fall it is hoped that the Medford High School Alumni Association will begin its activities with renewed vigor and the hearty co-operation of all ex-members of Medford High School.

ODE TO MEDFORD HIGH.

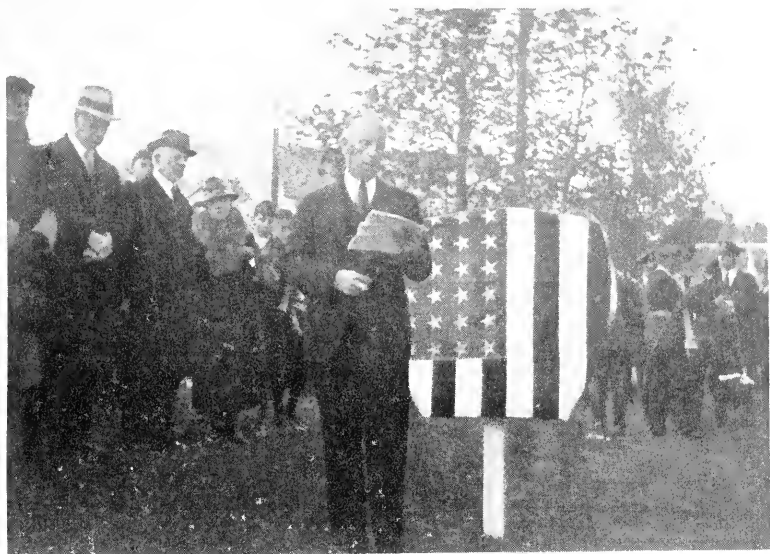
BY BESSIE SAGE NEILL, CLASS OF 1904.

TUNE (*Materna*).

You've staunchly stood a century through
Your portals open wide,
That youth might come and measure there,
Its length and breadth of stride.
From out your store of treasured lore,
As sunshine speeds the flowers,
You've nurtured minds and hearts alike
Through adolescent hours.

Majestic, now, you stand serene,
As in the days of old,
Still holding firm your standards bright
For those within your fold.
Oh Medford High! Oh Medford High!
God prosper you, and bless
Your children here, in age or youth,
Who pledge you their success.

For they have come to honor you,
A debt of love to pay
For all those gladsome dreams you shared
With them, along their way.
And though the years with joys and tears
May closely be entwined,
They'll keep your memory's light aglow
For days of Auld Lang Syne.



HON. RICHARD B. COOLIDGE, SPEAKER.

At Dedication of Marker on site of First High School on the grounds of the First Parish (Unitarian) in Medford.

Standing at Left — Hon. Charles T. Daly, Edward P. Adams, Miss Helen T. Wild.



CLASS OF 1898.

Mrs. Marguerite (Hutchins) Finney, Mrs. Grace (Loomis) Hatch, Mrs. Ruth (Dame) Coolidge.



MARKER ERECTED BY MEDFORD HISTORICAL SOCIETY.
On site of First High School. Mr. Thomas M. Connell, Secretary, speaking.



SOME OF THE HAPPY THROG AT FULTON FIELD.

Seated (in front)—Horace Wight.
First Row —Mrs. Mary (Ackerman) Dame, Mrs. Alice (Black) Melville, Mrs. Katherine (Lewis) Sargent,
Wm. H. Child, H. M. Marvcl.
Second Row — Mrs. Florence (Wheeler) Carter, Ned L. Morrison, Mrs. Mabel (Pitcher) Mitchell, Dr. C.
W. McPherson, Mrs. Gertrude (Desmond) Daly, Wm. I. Locke, Mrs. Emma (Moreton) Gilman.
Standing in Rear— Left, Lewis H. Peters; Right, Charles L. Oxnard.
Seated in front of Mr. Peters— Mrs. Annie (Hoover) McPherson,
Can you identify others?

Class of 1897 standard held by Dr. McPherson in center of his classmates, who in turn are surrounded
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Round About
Middlesex Fells

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Joseph C. Smith, Editor

Mrs. Ruth Dame Coolidge

Thomas M. Connell, Business Manager

Mrs. Lucy F. Smith

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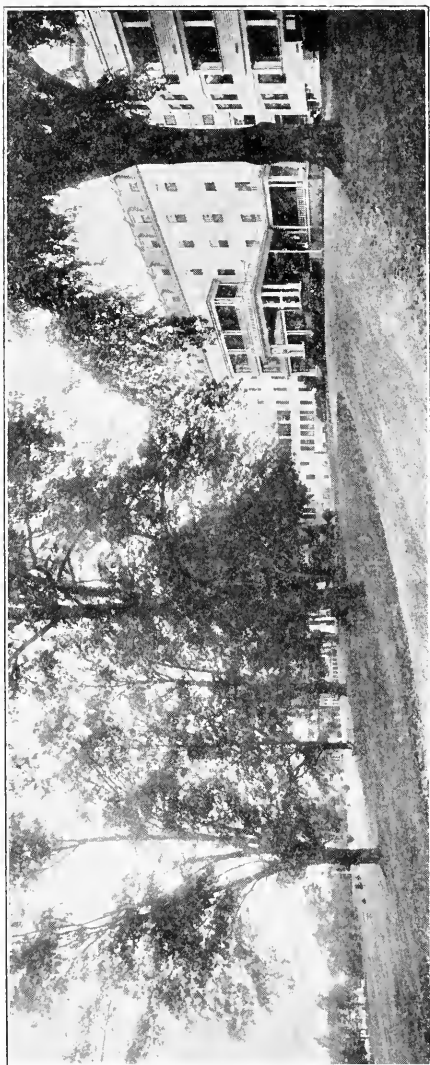
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was established in the Middlesex Fells in 1903. The Hotel Langwood, on beautiful Woodland Road, had burned and the New England Sanitarium acquired those buildings still standing and the surrounding property of forty-two acres. The present stone structure was at first the center of the new hospital, but by 1906 the present main sanitarium was erected. Through the following years building followed building until the sanitarium now numbers twenty-two in all. In 1917 the capacity of the main building was doubled by the addition of the Browning Memorial as a south wing, and in 1924 there followed the stucco maternity and surgical wing. Today this institution, one of a chain of one hundred or more sanitariums scattered over the world, here enjoys the peace and broad vision of its beautiful setting.

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Photo by Albert C. Dove, Metropolitan District Commission.

CRANBERRY POOL.

The Medford Historical Register.

VOL. XXXVIII. SEPTEMBER, DECEMBER, 1935.

Nos. 3, 4.

AFOOT THROUGH THE FELLS.

BY RUTH DAME COOLIDGE.

HARDLY a fifteen minute ride, as the automobile flies, from the very gates of the State House lies today a domain of another century. In the heart of the most thickly settled part of Massachusetts is set apart forever for its people the charming reservation known as the Middlesex Fells. Primitive it cannot be. For three centuries its trees have jolted down the rocky hills to the towns of the valley. Yet these rocky hills by their forbidding sternness saved the land itself until the time when Elizur Wright and a group of valiant gentlemen succeeded in putting the "Five Mile Wood" under the care of the state. Today it is the resort of thousands from the crowded cities. To thousands of others it is still but half-known. It lies too close to us to be fully appreciated, but if one knows the art of horsemanship or the rarer art of walking, the Middlesex Fells is still a land of romance.

Unchanged as are the woodland and the jagged hills, in comparison with the complete transformation of the cities of the surrounding plain, the Middlesex Fells have contributed their share to the history of the entire countryside. Knowledge of forestclad depths existed before the settlement of Boston itself. In the year of 1628 or 1629, two brothers, Richard and William Sprague, made an exploring trip from the little plantation of Naumkeag (Salem) through the forests to Governor Cradock's plantation on the Mystic. The report they brought back was that the country was "an uncouth wilderness, full of timber."

Another group of explorers, sent out later from Shawmut (Boston), went apparently as far as the Fells and

"deemed it best to come back" as there was "little probability that the settlement would ever extend beyond the mountainous and rocky country." Both these expeditions must have threaded the Fells.

Another early reference to the same region is in a grant of land to Matthew Cradock at Medford. His plantation stretched three miles along the Mystic River and one mile north or as far as "the Rocks," a descriptive name by which the woods were to be known for a century more. So for some years the Fells were left unmolested.

Yet this "uncouth wilderness" must have been of exceeding beauty. Great forests of pine "more than a gunshot high" and lesser forests of hemlock covered the valleys and slopes of the hills, some of them remaining within the memory of man. Many of the hills were topped with a growth of cedar, others with oaks and hickories mixed with pine. On the more fertile slopes and edges of meadows were groves of great oaks. Canoe birches grew near the swamps, brightening wonderfully the sombre banks of hemlock and pine that grew behind them. In the swamps themselves were maples and gray birches, interrupted by the ancient reservoirs of the beaver. Tradition tells us of cedars growing so thickly that "an ox could not be led between them."

The Fells have a long history. The reservation geographically is a plateau, high above the Boston Basin, its surface broken into numerous small hills, bowls and vales. Two well-marked valleys run from north to south, one including Spot Pond, Wright's Pond and Intervale or Gravelly Brook; the other, the Winchester Reservoirs and Bower or Meetinghouse Brook. Spot Pond is one hundred sixty-three feet above sea level, while Bear Hill rises three hundred seventeen feet. The rocks, quartzites and slates of which these hills are composed were once layers of mud and sand on the bed of the ocean. Through and over these ancient rocks were erupted in succession great volumes of dio-

54
50
Jan 15-56

rite granite and felsites, following each other in this order from northwest to southeast. Geologists even suggest that Bear Hill may be the remnant of what was once a great volcano.

One feature of the Fells is a great dike, or seam, of diabase, the largest in eastern Massachusetts, which runs along Governors Avenue and northward past Pine Hill. This furnished a quarry for "Medford granite" and for load upon load of red gravel, the disintegrated form of the diabase. In Stoneham, too, was a quarry of "marble" or white limestone on the edge of the Fells.

But to the ordinary layman, to whom geological terms are Greek, it is more interesting to attempt to read the signature that the great glaciers scratched on the top of Pine Hill and various other places. There the great ice sheet, moving stolidly over the hills, wore them down to stubs, clawed them with boulders held like cutting tools in its icy hands, ground the edges and points of the strata to rounded knobs, and carelessly dropped "erratics," or huge boulders, in unexpected places. Then, too, as the ice pushed its way southeast, it planed a course up the hills, and let fall its burden on the southern side. So today the hills of the Fells for the most part have a gradual slope on the north and broken cliffs and debris on the south.

When the glacial age had retreated into the far past, these woods were the happy hunting ground of the Indians. There was once an Indian encampment near Turkey Swamp, then a sea of waving cat-o'-nine-tails, now Winchester Reservoir. Near Shiner Cliff lived that pathetic figure, Hannah Shiner, last of the Middlesex Indians. She was following the Indian trail which led from the Mystic to the Merrimac when she fell into the Aberjona and was drowned.

More interesting is the fact that the great historian and interpreter of the Indians, Francis Parkman, lived for several of the most impressionable years of his life

on what was later known as the Lawrence farm in Medford, and roamed the Fells. Perhaps from the wild life there he was inspired with that passionate interest in the early explorers of the St. Lawrence and their adventures among the savage tribes of the northern wilderness.

The wild life of the Fells, however, which furnished the Indian with food and furs, was a source of fear to the early settlers. Matthew Cradock probably chose the ford of the Mystic River for his settlement because the Indian trails converged at that point and made it easy to barter in furs, but the men at the ford doubtless preferred the skins to the live animal. As late as 1735 "Sampson, a negro slave, was sorely frightened by a wild bear and cub which he met in the woods near Governor Cradock's house." Tradition says that a bear was killed in the Bear's Den in the early nineteenth century, and Bear Hill in Stoneham received its name from an unpleasant encounter of an early settler while looking for his cow. So destructive were wolves that bounties were offered in 1635, ten shillings for every wolf and two shillings for every fox. Foxes are still found, but no bounty is offered today.

Yet despite danger, the Fells early became public pasture and hogs and cattle were often turned loose in the woods during the summer. Later this pasturage was forbidden. Deer were so common that Medford chose annually a deer reeve. Occasionally within the last few years a stray deer has found its way into the Fells from the north.

In 1865 Marshall Symmes of Winchester captured a wild hog which was found to weigh over four hundred pounds. Rattlesnakes, now fortunately extinct, added their terrors. Last of all, as an early chronicler states, "the little flies, called mosquitoes, are troublesome in the night season. Many that are so bitten will fall a-scratching, whereupon their faces and hands swell."

EARLY HISTORY.

FROM the advent of Winthrop and his men, the Middlesex Fells lay within the boundaries of the town of Charlestown, which then included most of the land north of Cradock's grant of Medford. To the town of Charlestown the majestic primeval forest was chiefly valuable for woodlots. After all, in a day when every fire-place roared all winter, even an uncouth wilderness had its assets. So the people from the mouth of the Mystic came up the river with heavy scows or "lighters" to get in their supply of wood. In Malden they had landing privileges at "Sandy Bancke," though there were often contentions with the men of Malden that no space was left at the landing sufficient for men to stack their wood. If the boats did not stop at Malden, they swung round the great bend of the river by aid of sail and oar until they came to the Medford landing at "No Man's Friend," so-called from the difficulty in bringing the boats around the curve. Here, where at present is the Toppan Boat Company, was the landing at which the privilege was given to Charlestown men to make their entry into the back lots. From this landing they went by a road very nearly on the lines of Cross and Fulton Streets into the woods. In 1700 Charlestown in a vote referred to this tract as "waste land" and voted that it "should be divided and laid out equally, to every person an equal share." Up to this time the land had been held in common and had been protected from over-cutting by a vote of the town.

In England great emphasis had been laid on the value of forest and the care of maintaining it. So, even in respect to what must have seemed an inexhaustible wood supply, Malden voted in 1689 that "no young trees under a foot over are to be felled for firewood under the penalty of paying five shillings for every such tree." When the land passed into private hands this protection was lost.

Little by little Charlestown was shorn of its outlying

lands. Stoneham was incorporated in 1725 with some seven hundred acres of Fellsland. In 1754 a large part of the Fells was ceded to Medford. Old maps of Medford show the woodlots marked with the names of the best-known families of the town such as Brooks, Hastings, Wyman, Hall and Sampson. Lanes ran from the town highways into the woodlots, as Ramshead Lane, Brooks Lane (near the present Bradlee Road), Fulton Street and others. It was the winter's work of many a man to cut the firewood in "sled lengths" (eight to twelve feet) and haul it to his yard.

In addition to the demand for firewood was the call for timber for building and for industry. The massive oak beams of the Cradock House probably came from "the Rocks" on the hills north of the river. On many a great tree the King's agent marked the broad arrow which reserved it for the use of his majesty's navy. The claypits of Medford consumed enormous quantities of wood, as did the bakery and the distilleries. So this beautiful forest region, called by some later orator "one-third swamp and two-thirds rock" was the power which produced Medford's main staples for barter and the firewood drifted down the river along with bricks and Medford rum.

The sites of old sawmills in the Fells tell the story of the demands upon the forest. At the outlet to Spot Pond was one mill built by James Barrett in 1706. Another, the race and dam of which are still evident across Whitmore Brook entrance, where the road swings into the woodland from the open meadow, was close to the "great road" to Woburn. A third was on Meeting-house Brook, reached today easily by a narrow right of way from Lincoln Road. Here Jonathan Wade laid the foundation of his wealth about 1680 and built so well that the earth dam and the sluiceway are still clearly visible. It was this millowner who built the Garrison House on Bradlee Road, and whose widow, the wealthiest woman of her day in Medford, had the honor of a

special pew in the meetinghouse. The presence of grinding stones, within the memory of many, indicates that this mill was also used for grinding corn.

To another industry, the manufacture of shoepegs in Woburn, is due the early destruction of the canoe birch which formerly grew in great numbers about Turkey Swamp. Cedar posts and shingles, manufactured in Stoneham, called for cedar trees. Last of all, the shipping industry made its requisitions on the Fells. The oaks and pines of Turkey Swamp and its neighboring hills were teamed over the road to the shipyards on the river. Before long the demand for Medford's ships was so great that the Fells were insufficient and great rafts of logs floated down the Middlesex Canal from the New Hampshire forests.

Pine Hill tells the story of nature's struggle to reforest the Fells. In 1775-6 the wood was cut off for the army of Washington around Boston. Twenty years later it was once more covered with a thick growth, but in 1855 the whole hill was again stripped. By 1893 it was pretty well covered. The ravages of the gypsy moth caused still another sacrifice of trees, from which the hill is again slowly recovering today.

Of the quarries in the Fells under Pine Hill that furnished Medford granite, still to be seen facing the banks of the river near the Cradock bridge and on the top of many a stonewall, we have already spoken. More exciting days came, however, when in 1881 a mile north of Pine Hill some proprietor sunk a shaft to the depth of thirty feet and found, so the story runs, eighteen dollars in silver on the first assay, four dollars in gold, and copper in large proportion. The shaft was sunk to eighty-five feet and a lateral tunnel was excavated. Men now living can remember seeing the silver hunters at work with windlass and bucket. For two years the work was prosecuted and then after a large sum had been expended was abandoned as unprofitable. All that is left today is the name of Silver Mine Hill

with crushed rock and debris about the mouth of the old shaft. Another excavation for silver was made near the present North Border Road not far from the reservoir. This too was fruitless.

Usher's History tells us that from Pine Hill westerly to Purchase (Winthrop) Street, there are scattered remains of houses, now almost lost in the forest, which prove that there were living in this region many families. "When some of the Scotch-Irish who settled in Londonderry, New Hampshire, in 1719 became dissatisfied with that place, they came into this quarter, and many of them settled in Medford. They built some of the houses whose cellars yet remain with us, and introduced the foot spinning wheel and the culture of potatoes. They were as scrupulous about bounds and limits in these wilds as they had been in Scotland: hence the remarkable stone walls which bear witness to their industry. A few of these adventurers remained and among their descendants we may name the Fulton, Wier, Faulkner and McClure families." Another settlement was near Spot Pond in the valley now spanned by the arch for the Stoneham electric car line. Cellar holes were also found on the roads north and east of Spot Pond along Wyoming Avenue, Woodland Road, and in protected valleys along the western edge of the reservation as late as 1895. Richard Holden had probably the first house in Stoneham on the south slope of Bear Hill about 1640, and there were cellar holes along the old road that once extended through the valley west of Bear Hill to the east dam. A report published by the Metropolitan Park Commission in 1895 states that this road, which followed the valley close to Bear, Winthrop and Gerry Hills, had deeply worn channels in the rock, mute evidence of heavy travel. In the construction of Winchester North Reservoir a long stretch of corduroy was found along the line of this road, made of twelve foot logs of red cedar. These roads, however, doubtless owed much of their use to the logging teams as well as to the scattered settlers.



THE CEDAR TREE.



SPOT POND AND THE NEW ENGLAND SANITARIUM FROM
THE HIGH SERVICE RESERVOIR.

ELIZUR WRIGHT'S DREAM COME TRUE.

THE acquisition by the state of the "Five Mile Wood," as this region was named, is another story. From the days of Governor Winthrop, lovers of nature have explored its wild swamps and fernclad cliffs. Fortunately for the Fells and for the commonwealth of Massachusetts, there came to the rescue a lover of trees and a man of practical action, Elizur Wright. Medford has had few men of greater or more varied ability. He is called the father of the great business of life insurance. He devoted himself also to the cause of anti-slavery and studied with keen foresight the great growth of population about Boston and the undoubted need for an adequate water supply. Himself an ardent lover of trees and the owner of many acres in Medford, he wrote an article in 1850 in the *Boston Transcript*, urging the need of a great public forest for recreational and educational purposes and for the preservation of a water supply. For this purpose no more suitable woods could be chosen than the five-mile tract of the Fells, which he suggested might become a private park to be called Mt. Andrew Park, with a system of schools of natural history.

His enthusiasm was seconded by that of the naturalists John Owen and Wilson Flagg, and later by that of Sylvester Baxter, who started a constant agitation in the *Boston Herald*. Baxter it was who first suggested the old Saxon word of Fells, long used in England to designate wild, hilly country. A long struggle, aided by Whitter, Higginson, the Appalachian Club and numberless private citizens, finally led to the enactment of legislation creating the Metropolitan Park Commission and the taking of the Fells in 1894, after Elizur Wright's death had followed his over-exertions in behalf of the woodlands he so loved. The state paid out eighty-five thousand dollars to private owners and accepted as a gift the splendid acres around Pine Hill presented by Walter and Ellen Wright in memory of their father,

Elizur Wright. To this gift have been added the acres of Virginia Wood, off Ravine Road, previously given the Trustees of Public Reservations. Further gifts of land and money from Peter C. Brooks and Shepherd Brooks in 1902 and 1906 made possible the Whitmore Brook entrance to the Fells and the building of the wood roads which ran along the western side of the reservoir to Forest Street, appropriately named, in part, Brooks Road.

No account of the Fells can be complete without a grateful recognition of the services of General Samuel C. Lawrence. For many years this foremost of Medford's citizens kept open to the public at great expense to himself his acres of woodland and the beautiful meadows in what were called the "Seven Hills." Today these hills are mostly levelled. The glancing waters of Meetinghouse Brook and dam with its little waterfall are imprisoned in a culvert. The meadows are now the seat of that new real estate development, the Lawrence Estates. The woodland acres of the General's estate, some two hundred eighty-five in number, with the observatory tower on Rams Head Hill, came into the possession of the state in 1925 and are now an integral part of the reservation.

PESTS AND REFORESTATION.

BOTH General Lawrence and the Metropolitan District Commission were sorely tried for years by the pest of the gypsy and browntail moths which besieged the Fells. Professor Leopold Trouvelot had allowed a few moths to escape from his home at Myrtle Street, Medford, while he was experimenting in 1868 in breeding a new silk worm. For thirty years the pests gradually spread until by the beginning of the new century they ravaged Medford. Thousands of dollars were spent by the state in the Middlesex Fells. Many infested trees wore a petticoat of burlap ready for aspiring caterpillars. Winter was busy with the work

of men who painted the egg-clusters on the trees with creosote.

In 1907 General Lawrence, in his section of the Fells, had spent three hundred thousand dollars in fighting the invading army of insects and had in his employ about one hundred men, twelve street watering carts, nine pumping machines, hundreds of feet of hose and an adequate supply of horses kept busy on the front line. After a long battle General Lawrence found that the use of a spray of arsenate of lead in addition to the painting of the creosote could bring the moths under control. In 1907 the line of the General's acres in the Fells could be clearly traced by comparison with the trees on either side. With his own acres under control, he proceeded to clean the trees of Winchester and the Fells, putting all his apparatus at the service of the state.

With the exception of this battle royal, the District Commission has carried out the development in orderly plans. When the reservation was acquired the Commission first determined to preserve the wildness which constituted the chief charm of the woods. The work was therefore confined to clearing away dead wood and cutting paths for fire protection. The land controlled by the waterboards around the reservoirs and Spot Pond was included in this general care. The rapid increase in the number of people visiting the woods enforced another policy. Not only was there increasing danger from fires, but "the wilderness was becoming the hiding place of wrong doers and dangerous ground for the innocent. The process of formalizing and developing the reservation was entered upon reluctantly, both because of the expense and because of the fear of mistakes being made, especially in road building by hasty work, before mature plans could be adopted. The policy was therefore adopted of keeping all interior roads and paths, so far as possible, mere wood roads with dirt surface and of building only the boundary roads on

the outer edge of the reservation to permanent lines with gravel or stone surface." This was the statement in 1898 of William B. de las Casas, chairman of the Commission. After that time the development became increasingly difficult. On the one hand were landscape architects like Charles Eliot, who wished to open vistas, emphasize rocky hilltops, vary the monotonous sprout growth and cut out the gray birches, as weeds among the trees. On the other were the conservationists, who bewailed the sacrifice of beautiful trees and flowering shrubs and the almost complete destruction of rare plants, such as hepaticas, ladyslippers, waterlilies and ferns. In addition to this contest of theories was the complication added by the automobile and the electric car and their loads of sightseers. The fear of water contamination forced the clearing of trees about the Winchester Reservoirs.

Vigorous work has been done, however, in reforestation. In the last forty years millions of trees have been planted in all parts of the reservation. During the past year twenty-five thousand pines have been planted, and in the Whip Hill section there will be planted two thousand hemlocks, a continuation of the planting begun there nine years ago. This will vary the sprout growth which has so often replaced the cutting of the forest.

Of the sixty miles of roads and trails that thread the reservation about twelve miles only are open to the automobile. There are thirty-nine miles of bridle-paths and carriage-roads and twelve of trails. Recreation grounds provide tables for picnics and sandboxes and tilts for children.

Every winter the wild birds are fed. Reservation headquarters were stationed at what was formerly the Gould farm on Pond Street, Stoneham, and here, in addition to the Zoo, are nurseries of trees and shrubs to use in replanting, and a garden of corn, carrots and various feed for animals and birds. A force of one cap-

tain, four sergeants and forty carefully trained patrolmen keep watch over the whole. Over one hundred four thousand dollars was expended in 1933 on general maintenance and over one hundred twenty-seven thousand dollars on the boulevards.

The total area is divided as follows: Malden, 59.53 acres; Medford, 963.73 acres; Melrose, 180.19 acres; Stoneham 705.14 acres; and Winchester 261.93 acres.

SOME POINTS OF INTEREST.

TO one who loves the Fells and has roamed along its old time roads and its modern trails, every point is of interest. Reminiscences crowd in upon the writer of one morning in May when her father took the family into the Fells at dawn to hear the bird chorus that greeted the rising sun. This still dwells with her as an experience so rich and beautiful that it seems as though every fair spring day should find one in the dusky woods at four in the morning.

Then follow memories of hosts of spring flowers, hepaticas in a long sunny valley, dogtooth violets and bloodroot by the foot of an old hill, ferns jutting from the rocks, and skunk cabbage, alder and wild hellebore making gay the brooks.

From the spice bush in May to the witch hazel in November the place is alive with an infinite variety. At no time are the Fells not a joy, from the flowerlike leaves of early spring to the rich carpet of color that lies below one from the Lawrence tower in autumn. Then the scarlet of the red maple and the purplish brown of the ash weave a pattern among the sombre red of the oaks and the browns of the beeches.

Winter, to the enthusiast on skis or snowshoes, is the most spectacular of all, when the bowed birches arch toward a brilliant blue sky and the white oaks rustle their tawny leaves against the snow. Even to those who speed through in summer by automobile roads, a hushed green world of beauty opens.

The Fells to be best appreciated should be entered afoot or on horseback. Perhaps it is best to have an objective, and to follow the fine trails or paths to the loveliest sections of the woodland. There are tramps around Cranberry Pond and around Winchester Reservoir that everyone should know. Pine Hill and Bear Hill lift their heads for those who aspire to a climb and a far-flung view. In the Melrose and Malden sectors are some of the wildest crags and the once farfamed cascade. Or, perhaps, it is better to plunge unguided into the woodland, to thread some faint path as fancy wills, uphill and down dale.

SKY LINE TRAILS.

NO better approach to the best that the Fells have to offer can be made than by the Sky Line trails. In 1925, with the coöperation of the Appalachian Club, some twelve miles of trails were marked with two inch spots of white paint and an occasional arrow of direction. Today it is possible to play at a little woodcraft and have for one's exertions a succession of charming glimpses.

The main trail is a great loop running along the rocky hills around the three reservoirs of Winchester and the distance is about eight miles. Beginning at the foot of Pine Hill in Medford, it makes its way straight north in serpentine curves to Bear Hill, swinging west and rambling south again to the point of starting. In addition, a most attractive link trail leads from Black Rock on the Melrose border westward and intersects the first trail midway.

"Although these trails," as Allen Chamberlain has written, "are for the most part through the woods, they have been so laid out as to lead to frequent viewpoints, some of which command wide prospects across the surrounding country; while others show charming pictures, in which Spot Pond on the one side and the Winchester lakes on the other are important features.

What the Fells lack in elevation in comparison with the Blue Hills is abundantly compensated for by the beauty of the water views, which are lacking in the larger reservations. And even if the hills of the Fells are comparatively low they have all the rugged qualities of much bigger humps, and their rock forms frequently are highly picturesque. Nor are the woods tame and uninteresting, for there is variety in plant species, and the trail is so laid out as to pass along the shores of some of the small interior ponds, too seldom seen by the average visitor, and to thread through several handsome swamps (by safe and dry routes, however) where the botanically minded and the bird hunters will find much to interest them."

Further directions are perhaps unnecessary, and points of interest may be approached by so many different routes that each is described separately. Some short walks are suggested here.

MEETING-HOUSE BROOK. Leave Medford by a small right of way from Lincoln Road off Lawrence Road and follow the path through the "Bower," past the site of Frenchman's Mill, built by Wade, and continue by the charming ravine to South Border Road. A scramble through the woods will bring one to the source of the brook at South Reservoir. An easier course is to follow Border Road about half a mile to the north and take the road leading to the Lawrence Observatory. Return by the carriage-road to Lawrence Road.

CRANBERRY POOL. Follow the Mystic Valley Parkway almost to the top of the long hill and turn to the left off the road to the Causeway, up a road over the hill. Follow around Cranberry Pool. The trail on the eastern shore is not clearly marked, but is all the more interesting. Do not fail to see the tree that seems to grow from out of the rock.

PINE HILL. Climb the hill from the path leading off South Border Road. Follow the Sky Line trail, noting

glacial scratches, to main road, and return via Owen Walk. This walk is especially rich in variety of trees, in interesting geological stones, the diabase and the Medford granite quarries.

BEAR HILL. Climb Bear Hill from the Stoneham entrance, and continue by Dark Hollow Road, now unfortunately not as deep in shade as when it was first named. Pass over Winthrop Hill until you strike the carriage-road, returning by Dike's Brook.

THE CASCADE. Leave Washington Street in Melrose, climb the hill by the Cascade and follow the trail to White Rock. Continue to the north until the trail crosses the automobile road: thence follow the winding road past the high service reservoir, take the clearly defined trail past Cairn Hill back to Jerry Jingle Notch, Boojum Rock and Bear's Den. Return by Pinnacle Rock and Black Rock.

Longer walks are suggested by S. Edson Carter, long in the service of the Commission. One of these leads from the Cascade in Melrose to the right to Pond Street and thence around the north end of Spot Pond to Bear Hill. Then bear down Dark Hollow Road to the Sheepfold, Porter Cove, Hemlock Pool, Jerry Jingle Notch back to the cascade.

Another inclusive hike leads over Pine Hill to the east dam and along the road to Bear Hill, swinging back again by Dark Hollow Road. From the Whitmore Brook entrance one may hold to the west border of the reservoirs, encircle Nanapashemet Hill and come by Cranberry Pool to the Mystic Valley Parkway. Numberless other walks will suggest themselves.

PINE HILL.

MOST fittingly does the Sky Line trail start from Pine Hill. This noble hill, worn by glacier and time, was the gift to the commonwealth by Walter and Ellen Wright in accordance with the wish of their father, Elizur Wright. It was planned at one time to place on

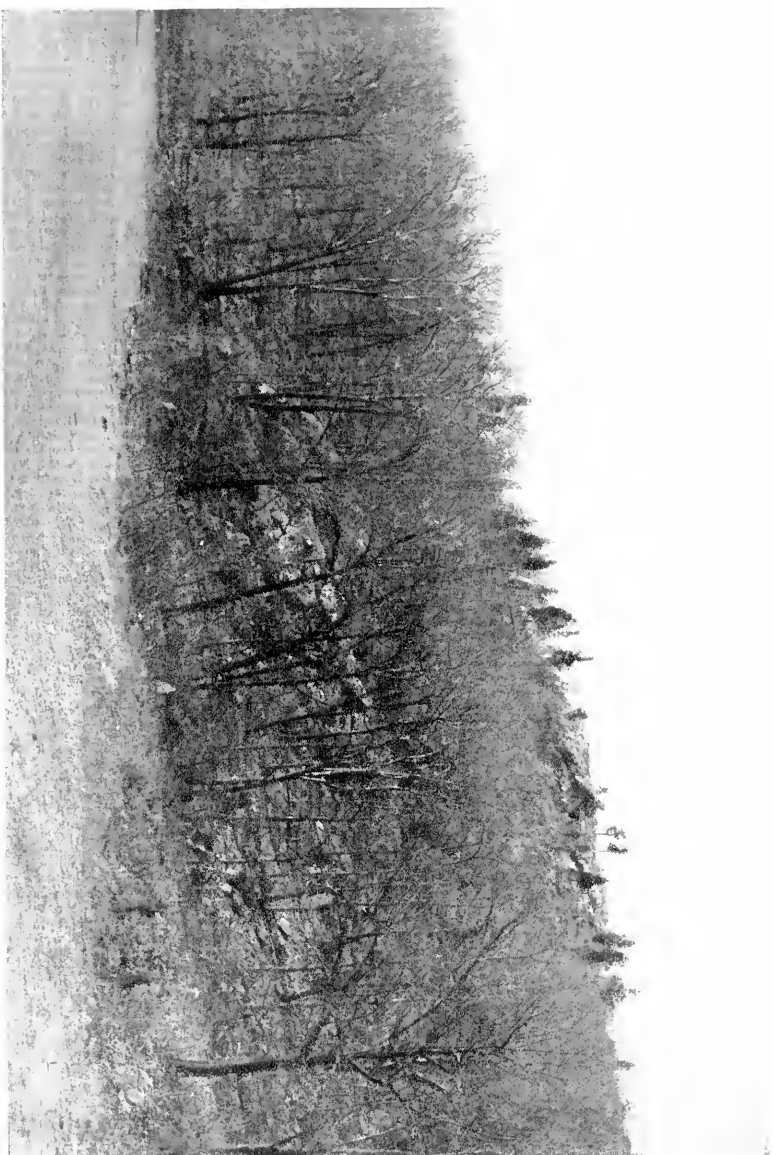


Photo by Albert C. Dove, Metropolitan District Commission.

PINE HILL.

the summit of the hill a memorial to this Father of the Fells. A fund of over three thousand dollars is still held for this purpose with the Metropolitan District Commission.

Whatever form this may take, whether a tower or a bronze tablet, his best memorial is the hill itself. Over against the new development of Fulton Heights it still rises, unspoiled by the hand of man. A small tower of the geodetic survey is stationed on one of its higher points. The hardy growth on the rocky crown suffered deeply from the gypsy moth. From its top is a fine view of Medford, with the sinuous folds of the Mystic. On clear days one catches a glimpse of the ocean, deep blue beyond the headland of Nahant.

Glacial scratches are clearly traced in the hard rock of the summit. Below the western slope of the hill runs the old road to the quarry, a deep shaded road, bordered with trees of almost every variety that grow in the reservation. Especially charming are the silvery gray copses of beech and the mossy depths of the old quarry. From this quarry was taken much of the granite used in stonewalls along our Medford streets, and for the posts standing about Boston Common. The granite was very hard and difficult to polish, though when finally polished it was very handsome. From the quarries, too, came load upon load of crumbled diabase, or red gravel, once most fashionable for garden paths. As the laden teams issued from the quarry road, the driver tossed fifty cents for his burden into a hollowed rock that served as a contribution box for the tax gatherer.

Just before Quarry Road emerges on the main Fells-way West, high on the left side of the road may be seen the fine grained stone where the hot diabase cooled quickly as it touched the granite bordering the dike.

WRIGHT'S POND.

THIS pond is really artificial, first created for the making of ice, another product of industrial Medford. Later it was acquired by the City of Medford as a part of its water system, and was protected by land given by General Lawrence to guard the watershed.

The pond today is a mecca for bathers to such an extent that special police protection has become necessary.

North of the pond is a glacial boulder which Elizur Wright considered the largest in the Fells.

THE OLD MAN OF THE FELLS.

JUST beyond Pine Hill, near the main travelled Fellsway West, and easily seen from the road itself, is a rock formation called the Old Man of the Fells. The profile view is excellent, especially when the head of the man is capped with a wig of snow.

THE LAWRENCE TOWER.

THE iron tower on Rams Head Hill, more commonly called the Lawrence Observatory, is one of the chief goals of all the walkers of the southern Fells. General Samuel C. Lawrence, delighted with a similar tower in Maine, determined to raise one of his own on the highest hill in his woodlands. He started the work February 24, 1898.

Mr. Lyman Sise, the architect of the tower, was perhaps the first man to initiate the custom of skis in our Fells, where skis and snowshoes are now both so popular. In spite of constant supervision, so heavy a storm swept down upon the partly completed tower that the uprights were blown down and the work had to be started all over again. The work was finally completed an exact year from the date of its start, February 24, 1899.

A most interesting study of all the surrounding country may be made from this windblown summit, for the

tower standing on a hill two hundred twenty-nine feet above sea level lifts the spectator to a height of three hundred ten feet, and gives a view hardly equalled in eastern Massachusetts.

Guided by the compass directions on the corners, one can orient oneself and read the horizon. To the northwest on a clear day is the blue cone of Mt. Monadnock, to the west the long line of Wachusett, on the south Great Blue Hill with the tiny observatory on the top and on the east the ocean.

To the west and southwest the remarkably even sky line marks the level of the old "peneplain" which surrounds the depression of Boston and its suburbs. If one imagines the tops of the hills connected, one may see clearly the line of this old plain. The gaps are valleys worn by rivers and the higher hills are remnants of old hard mountains.

In some age of geology the great area now known as the Boston Basin cracked and slipped below the area of the peneplain, and if one studies the horizon carefully, he may see the rim of that Boston Basin from Lynn around by Arlington to the Blue Hills and the sea.

On this area of sunken land are all the cities of greater Boston; beginning from the east, Lynn, Malden, Medford, Belmont; then where the Charles curves along the edge of the upland, Waltham, the Newtons, Needham, and Dedham, with Readville, Milton and Quincy to the south. There is a broad rather hilly plain to be seen between the Charles and the Neponset from Watertown through Brookline, Jamaica Plain, Forest Hills, Roslindale to Mattapan and thence to the sea.

The action of the rivers is also interesting. The Mystic lies at our feet, meandering over its tidal flats. Off to the southwest the Charles River breaks through the upland at the rim of the basin and to the south is the valley of the Neponset. All the land upon which now are Cambridge, Somerville and Charlestown (with the exception of the high hills or drumlins) were once

brought down from the uplands by the Charles and Mystic Rivers; and East Boston, where the rivers join, owes much of its origin to their combined action, as is also the case with much of Chelsea and Winthrop. All of greater Boston rests on the waste brought down from the rivers, with glacial hills scattered over the flood plains.

But the view is not only one of growing understanding. It is a wonderful dream of color, of every shade of green in spring, of every tone of red and yellow in fall, always with the glint of ocean in the distance.

To the trained eye the brook valleys are easily traceable by the general coloring of the trees which fill them. The characteristic tree of brook and swamp is the red maple, which with its soft red of blossoms in early spring, its brilliant scarlet in early autumn and the silver gray of its twigs in winter, tints all the valleys of the reservation and defines them as on a map.

BEAR HILL OBSERVATORY.

WHAT the Lawrence Tower is to the south of the Fells, Bear Hill Observatory is to the north.

From Spot Pond Governor Winthrop found his way in 1632 to Cheese Rock on Bear Hill, and from its top looked over the meadows to the north and over the wooded heights about him. Perhaps the view consoled him for his scanty luncheon of cheese, after which the rock is named to this day. At all events, this hill, the highest in the Fells, being some three hundred seventeen feet above sea level, may well be the goal of a walker in the Fells. It is easily accessible by automobile from Stoneham. The Appalachian Club early placed a tower on its summit, which was replaced by the Metropolitan Commission in 1910. This tower commands a most comprehensive view of the Fells.

"The horizon from south to west is set with familiar eminences," wrote Prof. Charles E. Fay of Tufts College, himself a famous mountain climber. "The Blue Hill range seventeen and a half



Photo by Albert C. Dove, Metropolitan District Commission.

CHEESE ROCK ON BEAR HILL.

miles, the hills of Brookline and Newton, the distant Pegan over Belmont, and then the heights of Arlington, Lexington and Woburn. Then the Skyline suddenly retreats, and for sixty degrees we have an almost continuous line of distant mountains, First the 'whale-back' of Wachusett, nearly due west, forty miles; next, after two or three considerable hills, Watatic, forty-three miles, rises in a pronounced cone; then comes the monarch of them all, the grand Monadnock. The lower swell of Kidder Mountain follows, and then a fine mountain mass, rivalling Monadnock itself as seen from here, fifty-eight miles, yet in reality far less grand. It consists of two high peaks, some distance apart, but joined by a lofty ridge. The first is Temple Mountain, the other something of a peak at its eastern end, the Lyndeborough Range. A trifle farther to the right and still more distant one sees Crotchet Mountain, in Frankestown, rising above an intervening hill. Nothing of note follows until Joe English Hill, lifting its bulk out of the low horizon, asserts itself with much more assurance than the higher Uncanoonucs, whose upper portions only are seen farther to the eastward, overtopping a much nearer ridge. Nearly as far to the right of the Eastern Uncanoonuc as Joe English is to its left, about midway between the former and that prominent hill in the middle ground which ranges in line with two ponds (Fox Hill in Billerica), rises a high and very distant summit, which can hardly be other than the southern Kearsarge. A few degrees west of north, where the horizon again recedes, the eye greets a mountain seldom noted in the list of those visible from our suburban hills,—probably Pawtuckaway, a coast survey station in Rockingham County (New Hampshire). About as far to the east of north are the hills of Andover, the grassy slopes of Holt's most prominent. Over other gently swelling hills of Essex County the view ranges, until, summoning courage to pass the great rampart of masonry that crowns the summit of Asylum Hill in Danvers, it comes to enjoy the glimpses of the sea."

One can also see clearly Revere Beach Bath House, Nahant, outer Brewster, Minot's Light (twenty-two and one-half miles), Boston Light (fifteen miles), Fort Independence, Fort Warren, Bunker Hill and the State House. South of the tower is the high service reservoir for Stoneham constructed when the water level of Spot Pond was raised.

SPOT POND.

FEBRUARY 7, 1632, was the date when Spot Pond was christened. Governor Winthrop and some comrades "went over the Mistick river at Medford, and going N. and by E., among the rocks about two or three miles, they came to a very great pond, having in the midst an island of about an acre, and very thick with trees of pine and beech and the pond had divers small rocks standing up here and there in it, which they therefore called Spot Pond. They went all about it on the ice. From thence (toward the N.W. about half a mile) they came to the top of a very high rock. . . . This place they called Cheese Rock, because when they went to eat somewhat, they had only cheese, the governor's man forgetting for haste to put up some Bread."

Geologists tell us that this pond before the ice age was a broad upland valley. The ice swung a barrier across its southern end. Later the hand of an early Melrose settler furthered the work of the glacier and made the level of the pond much higher than in the day of Winthrop.

In 1870 it became the water supply of Medford, Malden and Melrose, and in 1900 was absorbed by the Metropolitan Water Board as a storage and distributing reservoir. For this purpose the banks of the pond were raised nine feet, so that many of the projecting rocks for which Governor Winthrop gave it its name are now below the water. By the same rising of the water Bold Point, once a promontory, became an island; a swamp full of waterlilies on the northwest border became part of the pond.

Spot Pond is now used as one of the most important distributing reservoirs of the Metropolitan System and contains 1,791,700,000 gallons when at its high water mark of elevation 163 above Boston City Base. Owing to the extensive public use of the Middlesex Fells adjoining the pond it was necessary to divert all drainage that would naturally flow into the pond in

order to prevent pollution. Some of the water is received direct from the Wachusett and Sudbury systems by gravity and the rest comes from Chestnut Hill Reservoir in Brighton by pumping. In order to furnish consistent water pressure to cities and towns in the northern water district, a northern high service reservoir, called Fells Reservoir, was constructed on the hill in the rear of the old Langwood Hotel, with a water level of 271. This reservoir is filled by pumping the water from Spot Pond.

The island in the center is called Great Island and at one time was a resort for picnic and wrestling matches, especially by the Scotch-Irish who lived nearby. A boulder with the inscription "Here Fell Shute," marked the defeat of a local champion. Tradition says that one prize fight which took place here lasted all day and curious spectators who came to look on were tied to trees so they could not escape and report the illegal fight. The island now is accessible neither by boat nor by skates, as one may not trespass above a water supply.

In the olden days horse racing and iceboating were permitted on the ice, and fishing through holes in the frozen surface. In fact, at Sprague's Point one man made his living by the rental of rowboats and sailboats and by fishing and shooting ducks and geese in season.

The region, especially Spot Pond Grove, was a great center for woodland parties. The Spot Pond House, a somewhat notorious hotel on the westerly side of the pond, was a thriving resort for the teams and coaches which came up the toll road from Medford. The Spot Pond House is gone and the toll road has become the wide Fellsway West; but the picnickers and lovelorn couples still haunt the pond today.

Spot Pond has been a source of power for mills, for recreation and for water supply. Yet another use must be recorded. It is part and parcel of the great romance of Frederick Tudor, the ice king. Early in the nineteenth century Tudor, as a young man, hit upon the idea of shipping ice to the tropics. Ridicule followed. Sailors were afraid the iceladen ships would founder. The first venture was a complete failure.

The story of the experiments in packing ice and of salesmanship in marketing it is one of the romances of business. Spot Pond had its share in sending ice to the Caribbean, and Tudor had large holdings in the Fells and icehouses near Pickerel Rock.

The industry may have drawn the attention of business men in Boston to the beauty of the region. About 1850, several gentlemen bought land along Woodland Road and four of them built houses of stone. One of these, William Foster, patterned his house after a chateau in Normandy where his wife was born. Mr. William B. Lang called his home Langwood, and it became later the Langwood Hotel and is now a part of the New England Sanitarium. But one of the other houses is still standing, the Botume house next to the pumping station.

VIRGINIA WOOD.

FROM the close comradeship of the families about the pond sprang another romance. The daughter of William Foster, in her French chateau by the pond, was wooed and won by the brother of the ice king, Henry J. Tudor. Apparently they both loved the great trees about the pond which had escaped fire and the axe, for they took great care of the woodland on their estates.

These Tudors had three children, two of whom died in infancy. The third, Virginia, died at about the age of twenty in Paris. When the state appointed Trustees of Public Reservations in 1891, Mrs. Fannie Foster Tudor was the first to convey the beautiful pine and hemlock grove along Ravine Road near Spot Pond to the commonwealth, to be called Virginia Wood in memory of her daughter. It was made a part of the Middlesex Fells Reservation in 1923.

No fairer memorial could be given to a beloved daughter than this beautiful stretch of woods. Here are tall pines and hemlocks, lightened in spring by a brilliant white shower of dogwood blossom. One of the finest



Courtesy of New England Sanitarium.

APPROACH TO CRYSTAL SPRING.

views in the Fells is that from a high rock where one stands among the towering pines and sees between their naked boles the sparkling waters of the pond.

THE SHEEPFOLD.

EVERY boy or girl scout knows the sheepfold, the picnic and recreation grounds of the Fells, where fires may be kindled with safety. All kinds of games are possible in the open meadow. Originally this was a large farm used as a piggery. The landscape architects of the Metropolitan Park Commission advised in 1902 that it be kept open for landscape purposes and for public recreation. With the gift of a small number of sheep to keep the pasture closecropped, the piggery was transformed to a sheepfold. Today the sheep have followed the pigs into oblivion. The old buildings were removed and the one used as a sheepfold again transformed to more practical uses.

WINCHESTER RESERVOIRS.

IN the second great natural valley of the Fells that runs from north to south lie the three Winchester Reservoirs. Ensconced as naturally among the surrounding hills as if stranded there from glacial ages, they are yet of very recent date. Under the southern end extended once thousands upon thousands of waving cat-o-nine-tails, for this was the great Turkey Swamp. Here had been an encampment of Indians, and here, opposite Shiner Cliff, had lived the last of the Indians, old Hannah Shiner.

Barely half a century had passed after the death of this last of the Indians before the white men were increasing in Winchester so rapidly that the town selectmen began combing the neighborhood for an adequate water supply. This fastness of birds and wild animals satisfied the engineers. By 1874 the North Reservoir was already in service, the water flowing by gravity to

supply the town. By 1880 more water was needed and the town purchased land for another reservoir. When the reservoir was completed, however, the northern end was very shallow. A dam was therefore built dividing the southern and middle reservoirs, in that way raising the water in the shallow area. The middle reservoir is thus raised above the other two bodies of water and can be used to feed either the north or the south reservoir. The three together have an area of some one hundred ninety-eight acres and contain nine hundred ninety-three million, six hundred thousand gallons of water.

When the North Reservoir was placed in service one hundred fifteen black bass weighing from three-quarters of a pound to two pounds each were put into the reservoir for the sake of purifying the water. From time to time from 1880 on fishing was allowed in the reservoir. This led to abuses, so that in 1934, under the State Department of Conservation, many fish were removed from the reservoirs and placed in surrounding ponds where they could be caught. Some of these were very large specimens.

A system of reforestation has been developed, based largely on the fact that pine trees, with their thicker coverage, best retard evaporation of water from the ground. In addition, the leaves of the deciduous trees, blowing into the reservoirs, have a tendency to discolor the water. For this reason much cutting of trees was permitted near the reservoirs during the winter of 1918 when fuel was scarce and the ground has been replanted with pine. It has been found necessary also to trim the lower branches to fight fires and to keep a clear view of the shores, for there has been an influx of people to pick berries and mushrooms during the years of unemployment, who have not realized the ponds were a water supply. This has forced the town of Winchester to the use of special police to protect its water supply. Whether the pine forests are as beautiful as the original mixed growth cannot yet be said, but the union of a water

supply with a public park system has some elements of difficulty.

Round about these reservoirs run many charming walks. Grinding Rock Hill is named from a great hollow used by the Indians for grinding their corn with a pestle. Money Hill is said to owe its name to the custom, during the days of the gypsy moth epidemic, of paying off the workers at that point. Molly's Brook originally flowed another way to a mill pond, but was diverted to the South Reservoir when Mr. A. E. Whitney released his water rights to the town of Winchester.

Care, too, is taken in the feeding of birds, and at the log cabin of the forester off Horseshoe Path additional inducements to all aesthetic birds are offered in bird-houses of every style and period. Probably the advanced birds of this generation consider their ancestors of Turkey Swamp as aborigines.

THE CEDAR TREE.

A LITTLE westward from Whitmore Road, about half way between Winthrop Street and South Border Road, is a natural wonder. This is a tree some fifteen feet tall and of our native variety of red cedar (*juniper virginiana*). It differs a little from others of its kind, which are tall and tapering, in being somewhat spherical in its branching top. The boulder beneath it is nearly cubical in shape, in size about twelve feet and partly buried in the alluvial drift. Not the slightest crevice or cranny can be seen in the rock beneath the tree and none beside it into which its roots like spreading fingers might clasp, were there any. The only favoring thing in its strange setting is a slightly higher portion of the rough boulder forming a barrier against the north wind. Some bird in its flight might have dropped the seed in this sheltered nook on the sunny south corner of this huge boulder, and there under Nature's kindly forces it germinated and in its rock cradle the infant seedling was nurtured. It was a survival of the fittest and has

attracted the attention not only of the casual observer but of scientific men, geologists and naturalists. They estimate the tree to be over four hundred years old. Under favorable conditions the native red cedar, thriving best on rocky soil, is of very slow growth, but here is one growing in no soil, but all rock.

—*Moses W. Mann.*

CASCADES, SPRINGS AND BROOKS.

OTHER points of interest crowd upon the map. There is the Cairn about which many stories are told. Some believe it to have been the work of Malden High School boys of yore. Another theory is that it was erected stone by stone by doctor's prescription to a man too lazy to exercise.

The Bear's Den lies in the romantic Malden section of the Fells.

Charming ponds, dark with drowned leaves and shrill with the song of hylas in early spring, bear names as picturesque as the walks about them. Among these is Shiner Pond, once patronized in quest of small fish to be used as bait. Another is Hemlock Pool, still beautiful, though many of its great hemlocks have been cut down. Dark Hollow Pond, the overflow of Spot Pond, was originally much smaller.

Especial note should be made for hikers of the fine springs. Quarry Spring is off Quarry Road at the foot of Little Pine Hill. Indian Spring is located on Molly's Spring Road, south of Nanapashemet Hill. Near it is the cool pine-shaded road that enters the Fells from South Border Road in Winchester. Here is one of the largest pines found in the Fells. In the northwesterly section is Willow Spring on the path of that name.

Most famous of all is Crystal Spring, off Wyoming Avenue in Melrose. This was greatly patronized in a recent summer when a pest of small algae in the Spot Pond water gave it the temporary nickname of Medford

chowder. Hundreds went with their pitchers to the clear waters of Crystal Spring.

Lovely, too, are the brooks which rise in these hills and curl with bewitching leisure or sudden swirls of haste to the lowlands. A real adventure lies in tracing Meetinghouse Brook amid its tangle of bushes and marshy islets, from the Winchester Reservoir along its hesitant trickle until it gains force in its deepset valley and swings past Frenchman's Mill and finally makes an ignominious exit into the culvert at the border of the Lawrence Estates.

Most dramatic of all the brooks is Shilly Shally. Rising to the east, this stream meanders slowly toward the high cliffs that front the eastern side of the Fells like palisades, and plunges over them in a beautiful cascade of some two hundred feet. This cascade is well worth a trip in winter or early spring, but its position on the very edge of the reservation, almost in the backyard of the old rubber factory of Melrose, detracts from its mystery. Before the high service water tower was built, there was no feature so often described. Today if we turn our backs to humdrum civilized life and face that rampart that guards the Fells we can still admire in winter the icebound cascade spreading some fifteen feet in shining armor, and the great black and white rocks that rise like giant portals on either side. Unfortunately, as the year wears into spring the cascade almost disappears. Another small cascade is on Spot Pond Brook and has its source in the ponds romantically named Doleful and Dark Hollow.

Both these cascades are obligingly near the automobile road, but to see the Fells best is to park that anachronism, the automobile, near the opening of one of the trails and become an explorer again, following the footpaths or the winding roads, or plunging headlong through the shrubbery and underbrush, exulting in the tonic adventure of walking.

HISTORY OF THE MIDDLESEX FELLS ZOO.

BY PAUL A. GREGG.

WHEN the Middlesex Fells Reservation came into being in the early 1890's, no thought of a zoo was included in its plans. Little did the reservation's superintendent, Charles P. Price, ever dream that his little hobby for birds and animals would grow into the zoo as it stands today.

Mr. Price's love for animals brought him in contact with many naturalists and zoölogists of that day. He started to collect a specimen or two of the native birds and animals that made their home on the reservation. Small cages were built in the rear of his home, built mostly by himself as a recreation, and many of his leisure hours were spent with his pets.

Friends came and went. All these friends were shown his pets before they departed. These friends brought others, until a walk in the Fells was not completed by anyone in the surrounding towns until Mr. Price's animal collection was seen.

Here is where the trouble began. Many people were coming to see his collection, and many of them would present him with specimens that they procured themselves. It began to cost money to house and feed his fast growing family of pets. He therefore decided it was time to give up his hobby. But when the public found this out many protests were made to the Metropolitan Park Commission. These protests served their purpose and the animal collection stayed (but no one has ever found out who authorized it to stay). A laborer was detailed to spend part of his time feeding this collection and the park carpenter built new cages as they were needed.

About the year 1900, a cub bear was born in the wilds of the state of Maine. Little did this bear cub know the important part he was to play in the history of Mr. Price's animal collection. Up to this time the collection consisted of woodchucks, red and gray squirrels, rab-

bits, skunks, chipmunks, muskrats, a fox and a porcupine—for animals. For birds there were black, mallard and pintail ducks, one pair of wild Canada geese, also crows, blackbirds, hawks, owls, ring-necked pheasants and partridges.

The first animal to be added to the collection not captured on the reservation was a wildcat from the state of Maine. Then a deer from the local game warden was included. The collection had started to grow.

The next summer the bear cub was presented to the collection. A little history of this bear might be added at this time. It so happened that one day a Maine wood-chopper felled a large tree. When this tree hit the ground a black bear was discovered hibernating in a large hole in the tree. This bear was killed by the wood-chopper. On examination of her winter home a new-born cub was found. This cub was carried home by the man for his wife to care for. The cub became one of a large family of children, of which the youngest was only two or three weeks old. No milk could be had for the little bear, so it was fed at the mother's breast with her new born baby. This family was very poor and if the bear cub could be raised till spring came, it could be sold for money to help the family along. Two days later the father of the family was injured, never to be able to do a day's work again.

Spring came and the cub was taken to the nearest town and offered for sale. The cub was then nearly four months old and weighed about twenty pounds. The story got out about how the bear was captured and raised and the misfortune of the family. A man from Massachusetts heard the story, bought the bear and wrote a book on its life. The cub was sent on a lecture tour throughout the country and the proceeds of the lectures and the sale of the book were turned over to the family. In this way they were kept from poverty and the children were educated.

After the bear had been exploited for nearly two years

it was turned over to the animal collection in the Middlesex Fells Reservation. The bear was now famous and brought considerable notoriety to the zoo. Crowds of people began to come to see the bear and thus more donations of animals were received. At last the collection began to look like a zoo of North American Animals.

This bear lived at the zoo until he was fourteen years old, when he died. He was replaced by three small cubs. Two of these same cubs are still alive after nineteen years and at the present time are in good health and share the large bear cage with two of their own offspring.

In the year 1915, about the time the old bear died, interest in the animal collection seemed to fade. Of course, the war coming along had a lot to do with it and so it stood for the next ten years. By 1925 the cages were sadly in need of repairs; most of them were beyond repairs. Then the old keeper was retired, having reached the age limit, and a new keeper was hired who took more interest in the collection. Captain Edward M. Woods was appointed superintendent and with the new regime improvements of various kinds were made. Old cages were replaced with new ones, many of the old birds and animals were put to sleep and a wider variety of new ones purchased.

The zoo took on a new lease of life. The attendance began to grow. The newspapers began to write articles on how well the animals were kept. With the new care and better food the animals began to breed. Our first surprise was two bear cubs born in 1926. One of these was raised and traded off when five years old. The deer herd began to increase. The pheasants and water fowl were producing young until so many were on hand something had to be done. A dealer in animals and birds was found who would be glad to take our surplus in trade for varieties we did not have. So pheasants were traded for peafowl, water fowl traded for eagles, deer traded for wolves, and so on. As these new animals



began to produce young, they in turn were traded for wildcats and lynx. A pair of mountain lions were purchased. This pair has produced thirteen youngsters to date and many of the birds and animals at the zoo today were procured by trading these young cubs.

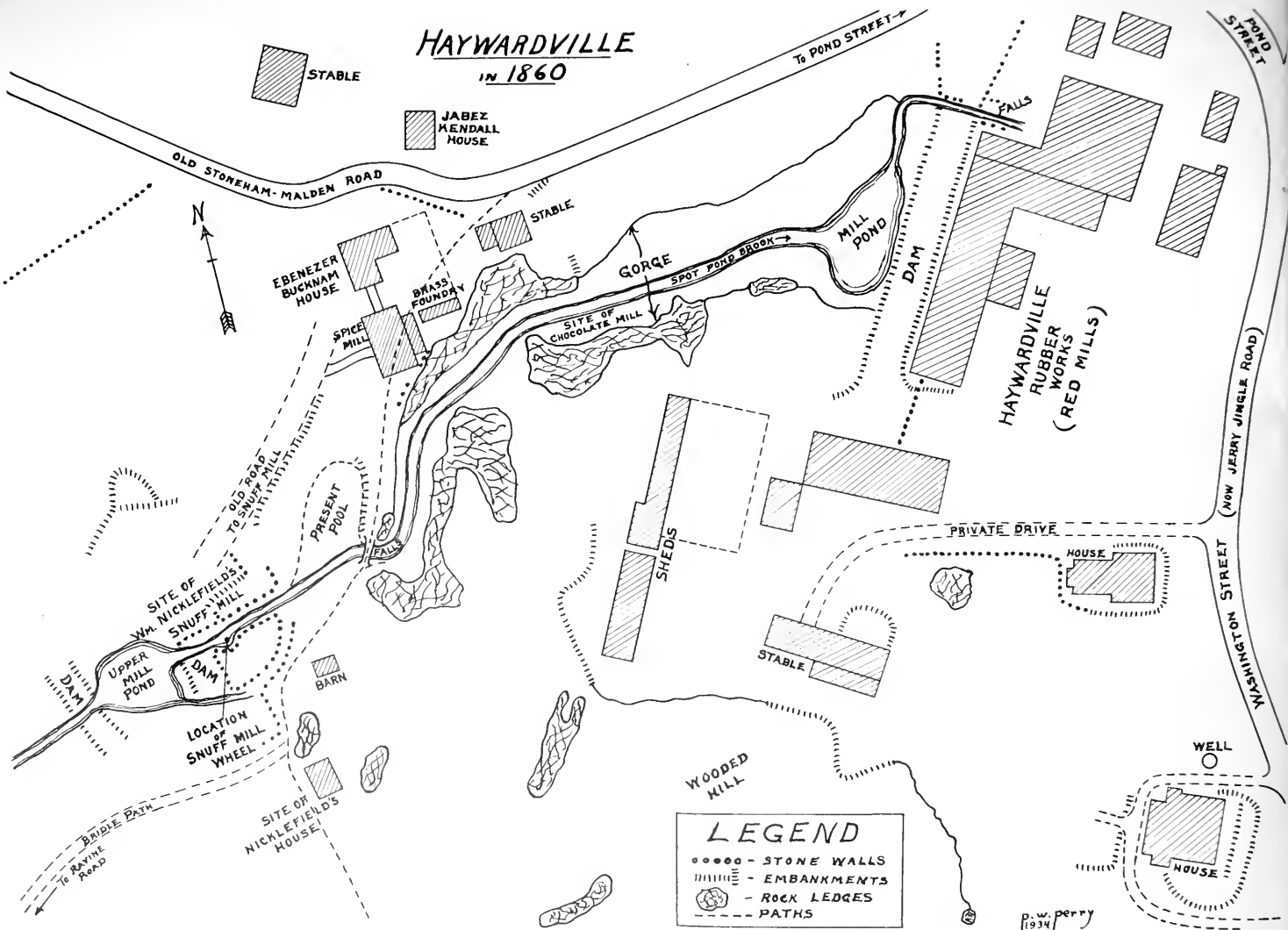
A monkey or two were given, as well as several parrots; next a fine young jaguar was presented to the zoo. Here was another problem. What were we going to do with these warm-climate animals in winter? An old building was revamped into a winter house, a mate for the jaguar was purchased and before another year went by more monkeys, parrots and a rattlesnake had been given to the zoo. Hence the old house had to be enlarged to twice its size to hold these additions.

Through the efforts of Mr. Frank A. Bayrd, then a member of the Commission, and Captain Woods a pair of elks and a pair of buffaloes were purchased. Mr. Bayrd also supervised the purchase of the mountain lions. And so through donations, trades and a few purchases the zoo has grown until today we have on display such animals as jaguars, mountain lions, wildcats, Canada lynx, civet cat, a mongoose and an African lion in the cat family; wolves, coyotes and fox make up the canine family; and elks, buffaloes, deer, sheep, goats. On a visit of the Rodeo Show to Boston, Colonel W. T. Johnson, owner of the Rodeo, made the zoo a present of a fine pair of Texas long-horned steers to complete the bovine herd. Then there are bears, raccoons, badgers, wild hogs, woodchucks, fox and gray squirrels, a skunk, a kinkajou, a coati and several varieties of monkeys.

The bird family consists of bald and golden eagles, owls, hawks, peafowl, three species of crane, eight varieties of wild geese, swans, a number of wild and domesticated ducks and ten varieties of pheasants.

Snakes have just recently been added to the collection. A native timber rattlesnake has been with us for some time and within the last few months a large

HAYWARDVILLE IN 1860



p.w. perry
1934

Florida diamond-backed rattlesnake has been donated.

During the spring and fall seasons this zoo gives pleasure to old and young, averaging about ten thousand each week and a slightly smaller number during the rest of the year.

ALONG THE BRIDLE TRAILS.

BY RUTH BRADLEE.

TOO few people know the joys of horseback riding in the Middlesex Fells. There are fifty-one miles of bridle paths to please riders of all abilities and all notions, and convenient for almost anyone wishing to ride away from automobiles, tracks, the smell of gasoline and the general noisiness of civilization.

There are paths into the Fells leading from Winchester, Melrose, Malden, West Medford, Woburn and Stoneham. There are long, level roads for brisk canters, there are hilly roads for those who like variation in speed, there are broad roads, crooked roads, narrow roads and straight roads. The foliage is not too conventionally arranged so that it looks sleek and citified, nor so wild that should one decide to race up a steep, winding hill one suddenly finds oneself struck smartly in the face by a stinging branch. On cold days one can ride deep into the woods, out of the wind, where the trees grow thickly together, and in warm weather it is pleasant to feel the breeze across Spot Pond or one of the reservoirs. In the winter one sees the straightforward tracks of the fox across the frozen ponds. In the spring the pheasants are out, walking proudly with their young, and in the fall the trees are a lavish panorama of rich coloring. The main broad roads go around the three reservoirs, all closely connected with each other and with Spot Pond; other smaller paths lead from these roads only to return to them again. It is almost impossible to lose one's way. From West Medford one enters on Winthrop Street; from Winchester,

Border Road ; from West Medford, East Border Road ; from Woburn, Marble Street ; from Stoneham, Wyoming Avenue. Having entered, all roads leading to the reservoirs or pond, one merely goes around the lakes or goes on tangents which again bring you back to familiar territory. And the wishes of all riders—those in possession of the poet's soul or those riding simply for the joy of riding, or those in search of health and fresh air—are satisfied.

THE VANISHED VILLAGE OF THE FELLS.

BY PARKER W. PERRY.

CAPE ANN is justly proud of her deserted village, Dogtown, but the Middlesex Fells may lay claim to a deserted village of her own in the almost forgotten Haywardville. This once thriving settlement, whose past can be reconstructed only from musty deeds and faded photographs, is as rich in historical interest as its more famous Cape Ann predecessor.

Haywardville was situated east of Spot Pond, in the eastern part of the town of Stoneham, near the Melrose line. Its site is bounded on the west by Woodland Road, which runs along the easterly side of Spot Pond; on the north by Pond Street (a continuation of Wyoming Avenue, Melrose); on the east by Washington Street and the new Jerry Jingle Highway (Fellsway East); and on the south by Ravine Road. Spot Pond Brook, the cause of its rise and its decline, runs easterly through the approximate center of the plot of land.

The name of the first settler of the section is shrouded in mystery, but he was not slow to take advantage of the water power rights of the brook; for in 1640, less than two years after he had built his homestead among the pines, he had built the first mill on the banks of the swiftly-running brook. This was used first as a saw mill, and some years later converted into a grist mill, as was the custom in those days when the timber supply was

exhausted. Judging, however, from the present heavy growth of pine, beech, maple and elm trees on the hill, this conversion took place long before the timber was all gone. Perhaps the settler was one of those rare men who place the aesthetic value of a tree above its commercial worth!

There are some interesting anecdotes concerning this first mill, which stood about where the pumping station now is. Some of the farmers at the head of the pond were violently opposed to it, as the dam, they claimed, flooded their land. Accordingly, they gathered together all the youngsters in the neighborhood and sent them after dark to tear down the dam with shovels and pitchforks. The irate millowner, on discovering the damage the next morning, promptly built the dam up again to its former height, whereupon the farmers had it torn down again. This sort of thing went on sporadically over a number of years, but I have been unable to discover which side was ultimately victorious.

The original mill changed hands several times in its first hundred years, but there was no further activity on the banks of the stream until Ebenezer Bucknam sold a parcel of land in 1792 to one William Nicklefield, who erected a snuff mill about a half-mile east of the original mill. The foundations of this mill are still plainly visible, above the rustic bridge which crosses the waterfall. Bucknam conveyed this parcel with certain curious reservations, one of which was that Nicklefield might erect any kind of a mill except a grist mill on the land. This seems like a rather odd reservation to make, as by this time the original mill had ceased to exist, but perhaps he made it in case he should ever want to build another grist mill himself. He also allowed Nicklefield to lay out a road sixteen and one-half feet wide from his mill through Bucknam's land to the main road. This road is still in existence, leading from the old foundations down to Pond Street.

In 1798 Bucknam sold another piece of land, a few

rods east of the snuff mill, to Thomas Rand, with the conditions that he could not build on it a saw or a grist or a corn mill. On this land, deep in the gorge, Rand built a mill, but there is no record of what he used it for. However, an old volume of historical reminiscences of Stoneham, published in 1842, refers to a chocolate mill which once stood here, so it may have been that Rand was one of the pioneer chocolate makers in the country.

Nicklefield's and Rand's businesses cannot have prospered very long, for in 1809 and 1810 James and Aaron Hill bought these two properties. The deeds refer to "where the snuff-mill formerly stood," so it is probable that the mill had been pulled down. As there is no further mention of the Rand mill, it too probably suffered a similar fate.

The Hills built a mill here, but kept it only a year before selling it to several members of the Hurd family, in whose hands it stayed for the remainder of its existence. The Hurds ran a spice mill and ground various herbs for medicinal uses. Legend has it that the great number of barberry bushes in the vicinity sprang from the seeds of that shrub which they used in their business, the surplus of which they threw into the surrounding woods. Strangely, the 1842 "history" refers to this as the Wheeler Mill, but there is no evidence in the deeds that it was ever owned by anyone of this name, though the Hurds may have hired a Mr. Wheeler to run it for them.

Another of the legends that persists in several sources concerns a deserter from some British ship lying in Charlestown harbor, who fled through these woods and hid himself under the floor of the mill. Although soldiers searched the mill thoroughly, they did not find the fugitive, who afterwards became a worthy citizen of Stoneham. Another version of the tale has it that he hid inside the large mill wheel, but its ending is similar in that he was not captured.

Interesting as all this early lore is, it is but a preface to the real activity of the locality. In 1813 the guardian of Stephen Bucknam, a spendthrift (according to no less an authority than the Middlesex Deeds!), sold a parcel of land in the extreme eastern portion of the settlement to one Barrett of Malden, a silk dyer; but Bucknam reserved the right to cut wood on the land for ten years. Barrett erected a mill here, but there is no evidence of the year in which he did so. This was probably a small factory, and was located near the corner of the present Pond Street and the Fellsway.

Events moved along serenely until the fabulous forties, when suddenly things began to hum. Barrett was by this time dead, but his son sold to Elisha Converse the factory lot and a plot adjoining it on the south. Converse started a rubber mill here, and ten years later sold it to Nathaniel Hayward, by far the most important figure in this tale.

It appears that Nathaniel Hayward, when he was the proprietor of a livery stable in Boston, in 1834, became interested in the then new product, rubber, through a rubber composition which was used for carriage tops. He was so fascinated with the possibilities of the product that he sold his stable and devoted his entire time to experimenting with rubber. In 1836 he entered the employ of the Eagle Rubber Company, which manufactured ladies' aprons and carriage covers. In April of that year the company removed to Woburn, where it stayed for eighteen months, which proved to be eventful ones. Hayward, during this period, stumbled on the secret of vulcanizing rubber; had he carried his tests just a little farther, his name would now be the famous one rather than that of Goodyear. He was making some rubber aprons, and to bleach them he used sulphur. He found that the fumes of the sulphur not only whitened them, but hardened them so that they no longer became sticky when heated. By patient experiment he discovered that the sulphur was respon-

sible for this hardening, but his partial knowledge blinded him to the vital fact which was later discovered by Goodyear—that the rubber was only partly vulcanized at a moderate temperature, and that greater heat must be applied thoroughly to vulcanize it.

By the autumn of 1837 the rubber industry was completely prostrated, and the hopes of its inventors had vanished into thin air. There were probably only two men in this trying time whose faith in the future of rubber was unshaken. One was Hayward, and the other was Charles Goodyear. The two men, who were neighbors in Woburn, met in the summer of 1838, and Hayward passed on his secret of using sulphur to the other man. The following January Goodyear, in testing Hayward's mixture, accidentally dropped some on a hot stove, thereby ending the long search for the secret of vulcanizing rubber.

Although Goodyear justly got the credit for the discovery, Hayward carried on further experiments and took out the first patent for the making of rubber footwear, which places him as the founder of the present huge rubber footwear industry. He started its manufacture in Lisbon, Connecticut, in 1842, and five years later established the Hayward Rubber Company, with a main factory in Colchester, Connecticut, and a second factory for the preparation of crude rubber at Bozrahville, nearby. This establishment was for many years the largest in the country, and after Hayward retired in 1865 the factories remained in business, and were finally taken over as a unit of the United States Rubber Company.

All this may seem to be straying rather far from the point, but it is necessary to establish a background for the man who meant so much to the little village of Haywardville in its most prosperous years. In 1858 Hayward, probably at the zenith of his career, bought the Converse Mill and enlarged it, operating it under the name of the Haywardville Rubber Works, although

it was popularly known as the Red Mills. He himself lived in the beautiful pre-Revolutionary house nearby which had been a rendezvous for the patriots in the exciting times of '76.

The next dozen years were very busy ones for the little village. In addition to the rubber factory, there were the spice mill and a brass foundry which had been built near it, and several ice houses located on the shores of Spot Pond. The largest of these were owned by Charles Copeland, proprietor of one of Boston's first "Ice Cream Parlors," who lived where the Metropolitan Pumping Station now is. New houses were erected for the mill workers, and there was even a tenement block on Pond Street. At the top of the hill, near the pond, was the picturesque District Schoolhouse and opposite stood a tavern (with the quaint name of "Briar Cottage") and a boathouse which did its share to provide diversion for the villagers. On the Sabbath the little school was transformed into a church, and doubtless the nearby tavern provided the good dominie with a fruitful topic for many an eloquent sermon! At the foot of the hill, near the village store, stood the hamlet's "haunted house," which was usually vacant and probably was a favorite subject for discussion by the cracker-barrel philosophers.

How long the village would have prospered, and how it would look today, is impossible to tell, for its activity was cut short when the powers-that-be decided that Spot Pond would make an ideal drinking water supply for the adjacent towns. In 1867 the three M's—Malden, Medford, Melrose—began agitation for the taking of Spot Pond as a reservoir, but two years elapsed before they officially voted to start work. Two pumping stations were built, one to supply Malden and one for Melrose, on the easterly shore of the pond, near the outlet; and one for Medford, near Wright's Pond. The three towns bought all the land on the shores of the pond to prevent pollution of the water. The works were put into use on August 26, 1870.

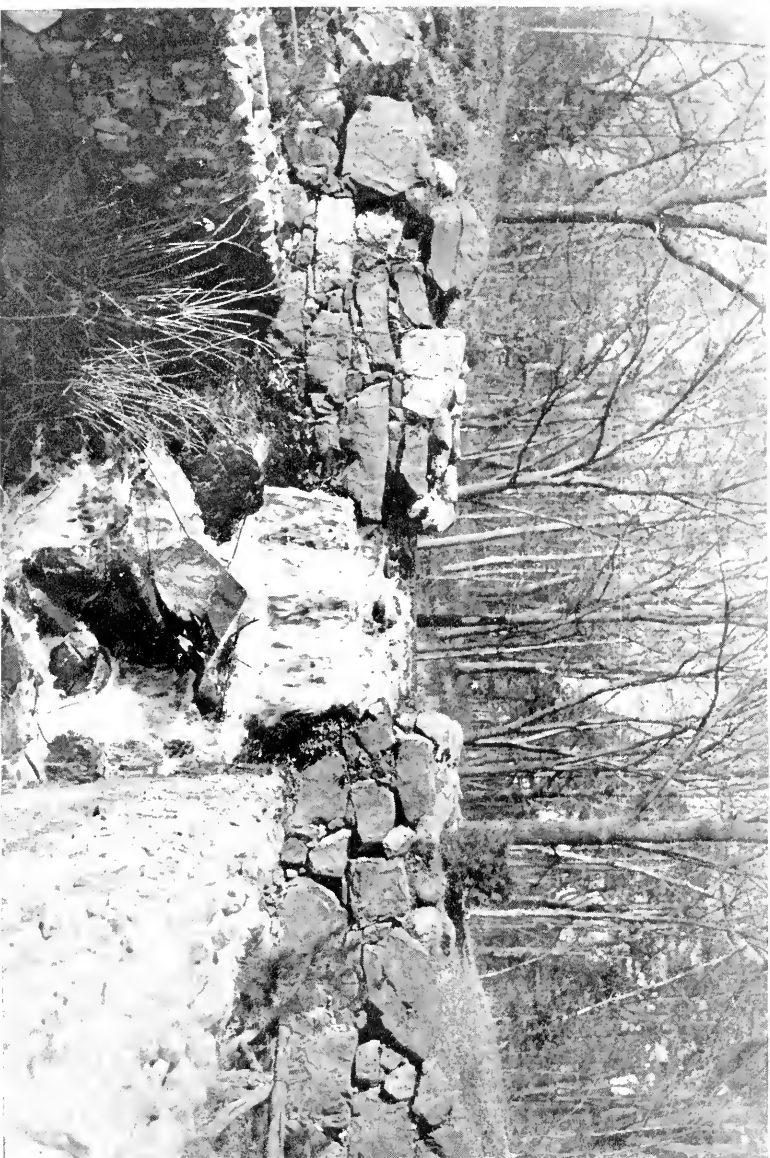


Photo by Albert C. Dove, Metropolitan District Commission.

CASCADE NEAR SITE OF HAYWARD MILL.

The effect of this on Haywardville was disastrous. With most of the water from the pond diverted to the pipes of the towns, the mills faced ruin. Their owners brought suit against the separate towns, and after more than ten years of litigation all claims were finally settled. The mills fell into decay, most of the people moved away, and the glory of Haywardville became a memory.

Only one industry remained—the ice business, as the towns had not prohibited the cutting of ice on the pond. It is due to this fact that I have been able to get photographs of the old buildings, for Charles C. Jones moved here in 1879, first leasing the old Copeland Ice Houses, and later building his own at the pond. During the fifteen years he conducted his business here he lived in the old Bucknam House near the abandoned spice mill, and took many valuable photographs, some of which I am fortunate enough to own. To his son, Frank, and his grandson Archie, who now live in Malden, I am indebted for much priceless information regarding the location and history of the old buildings.

For almost a quarter of a century there was little change in the abandoned settlement. A few families lived in the old houses, and their children played in the silent mills and went to the district school at the top of the hill. During the ice-cutting season the village regained some of its former bustle, when extra helpers lived for a time with their families in the houses that were vacant the rest of the year. Grass grew in the ruts of the old mill-roads, and the factories themselves were filled with dust and festooned with cobwebs.

For a time during the early nineties it seemed as if a revival were imminent, for plans were drawn up to extend the dead-end Stoneham Branch of the Boston and Maine Railroad through these woods and into Boston by way of Malden. Ambitious promoters laid out several new streets on paper, and prepared to sell house lots. These plans were frustrated when the state,

looking for a source of water supply for Greater Boston, decided to purchase Spot Pond for use as a distributing reservoir. At the same time, all the surrounding land was purchased as a part of the Middlesex Fells Reservation.

The Red Mills buildings in Haywardville were cut into sections, transformed into houses, and moved a half-mile east to form a street called, until recently, Fells Court. (It has lately blossomed out with the pretentious title of Ravine Terrace!) Most of the other buildings, including the tenement, the spice and brass mills, the old Kendall House, the schoolhouse and the general store, were razed, but the Bucknam House, the "haunted house" and one other were moved down Wyoming Avenue, where they stand today, although in a much altered state.

The Park officials smoothed over the scars where the buildings had stood, and allowed grass and bushes to grow naturally over the old foundations and cellar holes. The only additions were a charming rustic bridge over the falls above the gorge, and a fence around the lower millrace. In the thirty-odd years since the state bought the land in 1896, the site of Haywardville had become one of the loveliest rustic retreats north of Boston, until its recent conversion into a nature trail robbed it of its more primitive charm.

Haywardville is still well worth a visit by all who cherish the few remaining vestiges of an era in our history now closed. With a little study and imagination the visitor can easily reconstruct the thriving village of a century ago.

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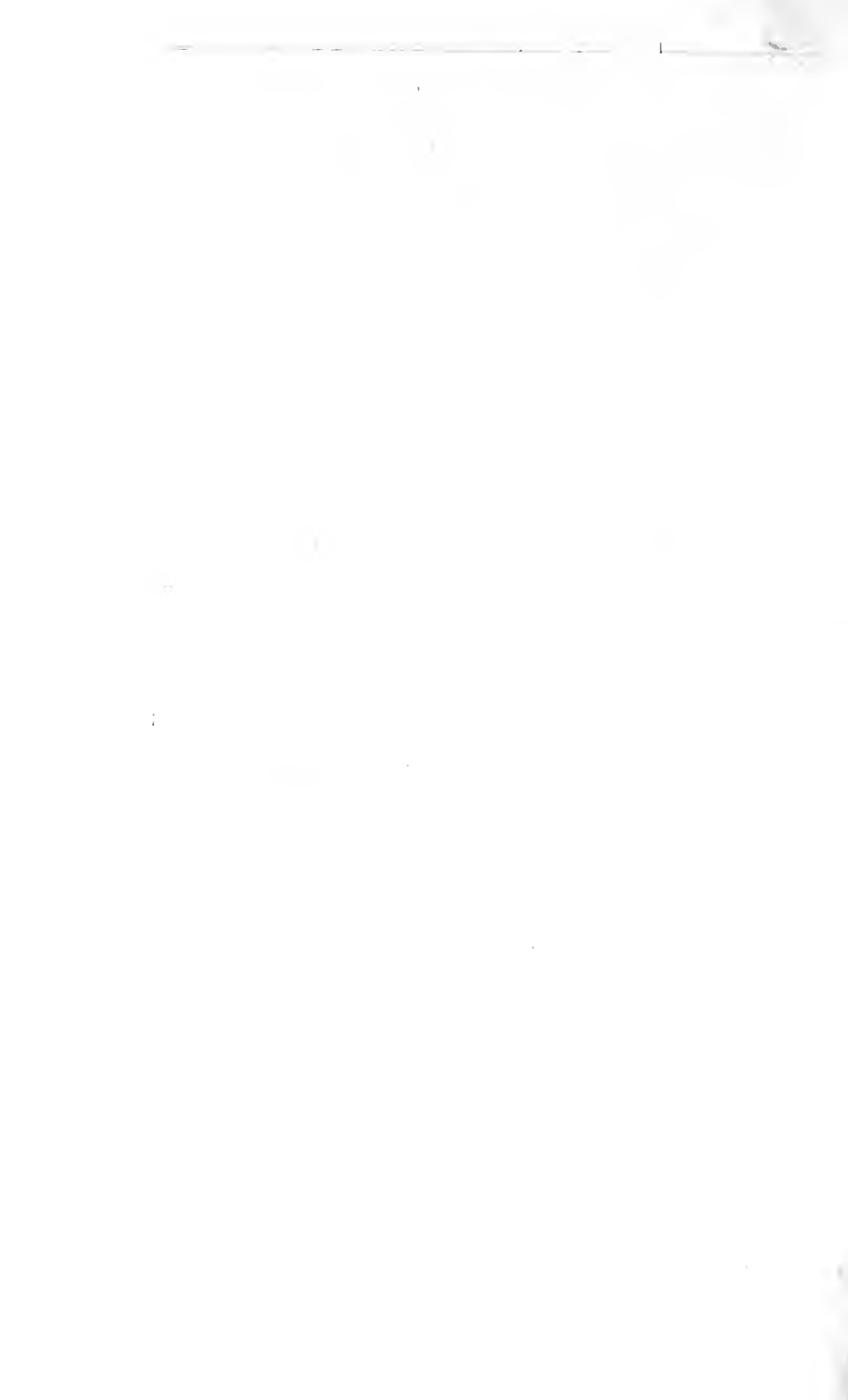
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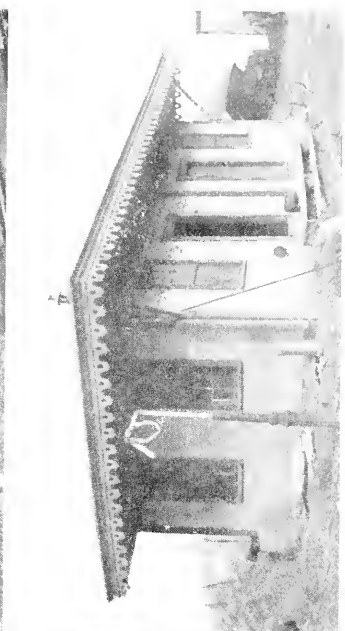
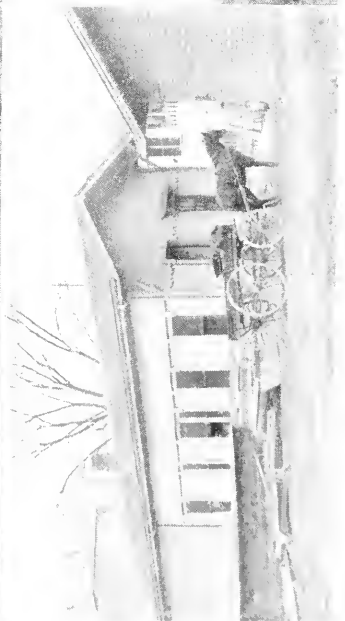
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Photographs by Edward B. Dennison.

FORGOTTEN MEDFORD RAILROAD STATIONS.

Upper Left: First station at Medford Hillside, moved to Auburn Street about 1892. *Upper Right:* First station at Tufts College, used until about 1900. *Lower Left:* First West Medford Station, used till 1896, now a laundry at 48 High Street. *Lower Right:* Original Park Street Depot, later used for storage in yard of Medford Highway Department, James Street.

The Medford Historical Register.

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No. 1.

MEDFORD RAILROAD STATIONS.

Notes and Reminiscences.

By EDWARD B. DENNISON.

LET us begin with a brief study of the first map of the Boston & Lowell Railroad, for it is the stations in the westerly part of Medford with which our present narrative is mainly concerned.

One of these maps is at the Boston Public Library. Its title reads "A Plan and Profile of the Boston & Lowell Railroad, James F. Baldwin, Engineer. Drawn by Henry C. Waters." It is dated April, 1836, less than a year after the opening of the railroad June 24, 1835. Printed on thin bond paper mounted on linen, size about forty by eight inches, it is an interesting representation of the sparsely settled territory between Boston and Lowell one hundred years ago.

The level course followed by the railroad is shown by the profile along the bottom of the map, there being no grade greater than 10 feet to the mile. We note, omitting decimal fractions, that the grade starts at 7 feet above the base line at the Charles River. At the three and four mile points in Charlestown, this being before Somerville was set off as a separate town, it is 28 and 26 feet respectively. At five miles—near Medford Gates—it is 16 feet; at six miles 25 feet, at seven miles near Medford Pond 15 feet, gradually rising to 78 feet at fourteen miles in Wilmington; and up to the highest elevation, 118 feet, at twenty-two miles in Billerica. At the end of the line at Pawtucket Canal in Lowell, a total length of twenty-five and three-quarter miles, the elevation is 87 feet.

The writer is not certain as to whether "Medford Gates" refers to the High Street crossing or to the

Middlesex Canal locks. "Woburn Gates" is shown in what is now the central part of Winchester.

Contrary to the present day custom of railroads of giving competing lines as little prominence as possible, the Middlesex Canal is shown by a broad line fully as prominent as that of the railroad. The canal starts at the Merrimac River in Lowell at a point two miles west of the railroad. The canal and railroad draw quite close to each other in Billerica, are again about two miles apart in Woburn, coming close together just above Medford Pond until the canal is carried over Medford (Mystic) River by the aqueduct, upon the foundation stones of which the present Boston Avenue bridge is built, beyond which the canal goes under the railroad near our present North Street. Highways are shown and the entire road route from Boston to Lowell can be traced.

The map is dotted with the houses of farmers and other settlers with the names of Caleb Eames, Tim. Carty, Jno. Rogers and a score of others. Here and there are quaint references such as Jacque's Store, Grist Mill, Powder Mill, School House, Squaw Pond, Sinking Meadow and Long Swamp. In Medford Village a slaughter house is indicated, evidently on Woburn Street. In most cases the names of highways are omitted but High and Grove Streets can be traced, South Street swings away from the river, crosses the railroad and comes to a dead end, and Harvard Street comes to a dead end near the Powder House (West Somerville).

Starting at the word "Depot" at the Boston end we follow the railroad to Lowell and are surprised to find that there is no other indication of a station its entire length. As a matter of fact the depot in Boston was not built until about two years after the road was opened, the company being undecided as to just what facilities would be required, so, like the man without a country, it was a railroad without a station. The line ends at

the Pawtucket Canal in Lowell as if hesitating whether or not to proceed further, one of the first strands of the web of steel that was later to enmesh the entire country. The nearest reference at the Lowell end, evidently within short walking distance, is the word "Brewery." Whether or not this was shown on the map to encourage passenger traffic we cannot say, but it is certainly the first case of a railroad company indicating a point on its line where refreshments could be obtained.

Now let us turn to Walling's map of the Town of Medford, dated 1855. One of these maps attracted a great deal of attention during the recent centennial anniversary of the Medford Public Library.

First we note that the railroad is double track. The roadbed was built for two tracks in the beginning. When the single track was opened for traffic in 1835 about three miles of the second track had been laid and the work was rapidly pushed to completion. At the Somerville line where the present North Somerville Station is located we find Broadway crossing the track with no indication of a station. It was destined however, soon to become a very busy point as an unloading station for live stock for the Brighton abattoir. The extent of the operations, which were continued for a number of years, can be judged from the fact that, with land as cheap as it must have been at the time, the annual report of the Boston & Lowell for 1859 mentions an expenditure of \$7,300 for a cattle station in Somerville.

From this point we follow the railroad to the Mystic River and notice that in the entire stretch of territory in the immediate vicinity of the railroad there are, as in 1836, but two streets, Harvard and South. Between the river and the Winchester line we find the names of but two streets, High and Grove, but the part of Boston Avenue along which the canal was formerly operated is shown. A number of streets without names are indicated between the river and High Street, the land being plotted into a prospective building area.

The names of the owners of the land adjoining the railroad from Broadway to the Mystic River are shown. On the westerly side, starting at Broadway, we find all the land between the railroad, the Somerville line and South Street, owned by Charles Tufts with the exception of the Medford portion of the tract presented by Mr. Tufts to Tufts College, and a large plot at the South Street end owned by Joseph Manning. The land bounded by the railroad, South Street, the Somerville line and the river is about equally divided among Samuel Tufts, Joseph Manning, Timothy Cotting, J. Q. Adams Estate and J. B. Felt. From High Street to the Winchester line is the extensive Brooks Estate.

Returning to our starting point at Broadway we find the land adjoining the easterly side of the railroad to Harvard Street owned by Charles Tufts and George E. Adams, and between Harvard and South Streets by George E. Adams, Joseph Manning and George L. Stearns, the residence of the latter being indicated. From South Street to the river the owners are Timothy Cotting, J. B. Felt and the J. Q. Adams Estate. Tufts College station is shown, at that time but a shed-like shelter on the west side of the track. The name Medford Hillside does not appear on the map and there is no station, but a small house is indicated owned by the railroad company on the east side.

At West Medford the railroad station and the Usher residence are shown on the east side of the track. The only streets on the east side in West Medford are High, Lowell (the present Canal Street), West, Auburn, Prescott, Cottage, Allston, Mystic, Irving, Brooks, Vernon, Laurel, Woburn and Purchase. The first bridge of the railroad over Mystic River was on wooden piling. This was replaced in 1852 by a stone arch bridge which is still there but enclosed in a cement superstructure.

The old College Hill station, as the writer remembers it in 1886, was a dwelling house with a small addition on the north side used as the station. It was moved or

torn down about 1900 when the present brick station, now closed, was built on the south side of the bridge and the station name changed to Tufts College.

The college post office was in the old station, the station agent acting as postmaster, until about 1885 when a small frame building was built for the purpose on the site of the present Curtis Hall. The postmaster in 1886 was Mr. Edgerly and his son Julian C., later a well known Boston newspaper man, also served for a short time.

The station agent from 1881 to 1893 was Charles A. Foster, formerly agent for thirty-one years at North Reading, a kindly, mild mannered man, slight of stature, ruddy cheeked, a typical old time station agent. His daughter Nellie was assistant at the postoffice. Upon the death of Mr. Foster in 1893 Mrs. Foster and daughter moved to West Medford where the latter was for a time assistant at the postoffice. For about a year, following Mr. Foster, a young man named Richardson was station agent and then for several years William H. Coffey, who was later postmaster at Tufts College. Mr. Coffey was followed by Mr. Jones who was agent up to the time the station was closed several years ago. When Curtis Hall was built, about 1895, the small building that had been occupied by the postoffice was sold and moved to Cedar Street, North Somerville, for use as a store.

On several occasions when Station Agent Foster took his annual vacation the writer acted in his place. Among the patrons of the station in the early 90's I remember, were President Capen, Professors Dolbear, Fay, Bray, Marshall, Lewis and kindly old Doctor Sawyer. Professor and Mrs. Harmon, with daughters Ethel and Ruth, then lived on Emery Street, Hillside.

The college janitor was "Nick" Dewire, the mention of whose name does not fail to awaken a flood of memories with the older graduates. He was presented with a gold watch and chain by the class of 1893. Alexander

Jackson, colored, was assistant janitor and handled the students' baggage. On his days off he looked as if he had stepped out of a custom tailor's catalogue. He was an expert "buck and wing" dancer, an accomplishment which furnished considerable diversion for the students.

In 1892 I had occasion to call several times at the home of Professor Dolbear and I remember having his son show me patent office papers granted to his father in 1886 for a system of wireless telegraphy. In the course of his experiments he had telegraphed across the college campus. In 1873, the year before Marconi was born, Professor Dolbear had succeeded in converting sound waves into electrical impulses. Full credit is due Marconi, however, for his accomplishments, for it must be remembered that Professor Dolbear's experiments, like Marconi's, were founded upon the work of other scientific men before him. Professor Dolbear's part in the early development of the telephone is a matter of history, and among other fields of scientific research in which he played a prominent part is the X-ray.

Professor Fay's athletic prowess is well known. He had one of the first low-wheel bicycles I ever saw, and I recall seeing him stand behind the wheel, place his hands on the handlebars and spring lightly into the saddle.

Professor Bray kept a cow, selling the surplus milk to neighbors, and more than once when the supply was short at the Teele farmhouse just over the hill, I have called at his home on Professors Row to see if they "had a quart to spare."

In connection with the Teele farmhouse it is interesting to note that one of the older members of the family, Samuel Teele, used to relate how, in 1835, he saw from the garden patch on the brow of the hill the first trains on the Boston & Lowell Railroad. Could you blame a farmer boy for leaning upon his hoe for a moment to witness the wonderful spectacle?

The first railroad station at Medford Hillside was the

small house indicated on the Walling map of 1855, the front room of which was used as a waiting room until the present station was built—probably about 1875. This house was moved about 1895 to Auburn Street, West Medford. For a number of years up to the time of its being moved it was occupied by Mr. Reilly who was employed as a railroad section man. He had a fine family of boys and girls, the oldest of whom, William J. Reilly, is so well known in musical circles.

Previous to the building of the present station, the station name was "Medford Steps" from the long flight of steps leading down to the track. A sign reading "Walnut Hill" was ready to be placed on the new station, the name being significant of the fact that the location was part of the Walnut Tree Hill section of olden times.

Patrons of the station however, preferred the name "Medford Hill-Side," (the first sign read that way) and the Walnut Hill sign was later economically used at a flag stop on the main line in Woburn where for many years was located the state rifle range. I have picked up a quart of ounce bullets there in a few minutes at the foot of the gravel bank that was shot into during target practice. In the early days of the Boston & Lowell the Walnut Hill station was called "Woodburn" from the fact that trains stopped there for wood for the cars and locomotives.

At the Hillside station for many years a fine spring bubbled up into a cask sunk in the ground. Over it for a long time was a wooden sign reading "Nature's Cure From the Wildwood," part of one of the familiar advertising signs with which the fences along the railroad were decorated. Later the spring was neatly arched over with brick-work but it is gone now. Occasionally nature deftly improved upon the handiwork of man by covering the spring with drifted snow through which it was necessary to dig a tunnel several feet long to reach the spring, a refreshing memory on a hot day "when fond recollection presents it to view."

For two or three years, up to 1883, the station agent was Frederick S. Pearson who was at the time a student at Tufts College and who became a nationally known mechanical engineer. In 1886 the agent was Mr. Adams. Upon the death of Mr. Adams, about 1890, Thomas O'Brien of West Medford was agent for a short time; then for about ten years the agent was George E. Dolliver who had a lame arm as a result of being struck by a train while gate-tender at Davis Square, West Somerville. Mr. Dolliver died in 1894 and Percy H. Sweetser then served about ten years. Following Mr. Sweetser came Mr. Johnson who was struck by a train and killed at the station.

The present agent is Forrest E. Field who also cares for the North Somerville station. Mr. Field, early in his railroad career, was telegraph operator at West Medford and then for nineteen years agent at Winter Hill. At the present time, Mr. Field is the only station employee between West Medford and Boston.

With the establishment of free postal delivery about 1890, a welcome caller at the station every morning was letter carrier Herbert A. Coleman. A single rubber band was usually sufficient for his letters for the section of Hillside above the railroad. A fine looking young man, the picture of health, his early taking off by a fatal illness was a shock to the community. Mr. Coleman had a worthy successor in Frank W. Ames, recently retired, whose many years of faithful, conscientious service, always cheerfully rendered, will be long remembered.

Older Medford residents will recall a branch railroad track across Boston Avenue from the main track near North Street bridge to the Mystic Water Works pumping station which was used for hauling coal dump cars to the pumping station. The hauling was done for years by a pair of horses driven by "Billy" Hamilton whose home with extensive vegetable garden was near the pumping station at the foot of Capen Street.

"Billy" was immensely proud of his horses and was a familiar figure about Hillside and West Medford, doing ploughing and other work for the residents. He once chased me out of the swampy wilderness of alder, birch and other growth between the present parkway and the river where I was cutting bean poles. By a flank movement, however, I got away with the poles.

This branch track also served the Colonial Chemical Works, remembered by the older residents for the piles of chemical refuse by which it was surrounded. In 1893 a steam boiler, seven feet in diameter and weighing over four tons, was installed in the chemical works. It was floated up the Mystic River from Charlestown to a point near the chemical works and rolled the rest of the way. The track, which was laid in 1881, was taken up after the pumping station was abandoned about 1905 when the electric car track was laid along Boston Avenue. A narrow strip of unoccupied land off the avenue running parallel to Irvington Road still marks part of the old roadbed. The sidetrack for Ober's coal sheds near Canal Street, West Medford, was laid in 1879.

One of the hobbies of the boys in the 80's was securing the names of locomotives which they eagerly exchanged with each other. A great event was when the new passenger locomotives Pegasus and Aeolus were put into service, resplendent with red driving wheels and gleaming brass work. For a short time an experimental locomotive named Onward was run, which had short, flat surfaces on its driving wheels supposed to give greater tractive power. It was not a success and the tires were soon changed.

Other familiar locomotives in the late 80's were the big freight engines Dreadnaught, Monarch, Vulcan and Convoy, and passenger engines Leader, Eagle, Whistler, Traveller, Mars, Onslow Stearns, Jessie Bowers and others named for cities and towns along the line. The Dreadnaught was credited with making a record

breaking run from a station on the Keene branch hauling only a caboose in which an injured employee was being conveyed to the Massachusetts General Hospital. The custom of naming locomotives was discontinued in 1887 when the Boston & Maine leased the Boston & Lowell which then became known as the Southern Division.

The fastest train on the Southern Division in 1890, and doubtless there was no faster train in the country, was the newspaper train which left Boston at two o'clock Sunday morning, running express to Lowell with the Sunday papers for up country. It consisted of an ordinary passenger engine and one baggage car. The story was current at the time that the car was weighted with pig iron to steady it and prevent jumping the rails. Its scheduled running time was of course printed in the employees' timetable but at that time of night, with a clear track, and engine and train crews who delighted in "fast wheeling,"—well, I do not say it was a common practice, but there was nothing to prevent the conductor from entering the correct arriving and departing time in the train registers at Lowell and Nashua, and the telegraph operators along the line were good friends of the train men and could report the correct schedule time to the train dispatcher.

At that time the High Street crossing shanty was on the east side of the track, close to the concrete sidewalk on the north side of the street. I frequently acted in place of the regular night gate-tender. Usually the gates were lowered when an outward passenger train was about at the North Street bridge. The newspaper train, however, ran through West Medford at a mile-a-minute speed and it was my custom to stand by the gates several minutes before it was due, lower them as soon as the headlight showed on the curve a mile and a half distant, stand back to be out of the way of a possible flying lump of coal from the engine tender, and after the train had passed wait a minute or two until

the smoke and dust had cleared before raising the gates.

One frosty, moonlight night in late fall, an hour or two past midnight, I was seated in the cushioned chair by the window next to the sidewalk, dozing away in the comfortable warmth of a wood fire in the small, cylindrical stove. Suddenly I became conscious of a tall form in long, black capecoat, standing by the window. He stood motionless and did not speak, nor did I. After a long pause he moved slowly across the track and disappeared in the shadow of the buildings on the other side. Later in the night, Officer J. Wesley Savage informed me that it was James M. Usher on his way to call a physician for his wife.

Mr. Usher, prominent in the public affairs of his time and publisher of the *Medford Journal*, was a director in the ill-fated Stoneham Branch railroad project, incorporated May 15, 1851 (the West Medford tornado was August 22 of same year) which was planned to connect with the newly opened Medford Branch, a distance, to be exact, of 6.67 miles. One hundred thousand dollars in stock was subscribed, land for the right of way purchased, work actively pushed for two years and the roadbed built to within about a mile of its goal when the project was abandoned. Two bridges were built and still remain, one over Whitmore brook.

A period of world-wide depression had started in, culminating in this country in the financial panic of 1857. Railroad construction and maintenance were still largely in the experimental stage, broken rails had a discomfoting tendency to spring up and plunge, swordfish fashion, through a car floor, and serious accidents were not uncommon. All in all, the public was not in a mood to give up the stage coach and many new railroad ventures languished. A two or three hundred foot stretch of the old roadbed may still be seen in front of the Medford city home, with the rock cut blasted through Sugar Loaf hill with hand drills and common powder which marks the point where the

corporation, unable to pay its laborers, ceased operations. An interesting account of the project by the late Moses W. Mann is in the MEDFORD HISTORICAL REGISTER for April, 1914.

Upon completion of the present station at West Medford in 1885 the old wooden station was sold and moved to Canal Street for use as a workshop. The station agent from 1881 to 1885 was Nahum E. Wilber from Middleborough, Mass., who gave up the position to engage in the real estate and newspaper business. Mr. Wilber, for many years so well and favorably known in West Medford and at all times actively interested in its progress, was a member of the first city council in 1893 but resigned, saying in his letter of resignation that if the council found itself later in need of a good man he would be pleased to serve again if possible. While station agent he had a candy and news stand at the station.

Mr. Wilber was very witty and bubbled over with good humor and fun. I was in his store in the old Usher block one day while he waited upon an elderly lady who wanted to purchase some candy. Looking over the assortment carefully, Mr. Wilber waiting patiently, she finally decided to have some chocolate drops. It was a warm summer day and the chocolates were quite soft. In removing a scoopful from the case one of the pieces dropped upon the toe of Mr. Wilber's right shoe. A quick kick and twist of the foot, the chocolate shot high in the air and came down into his mouth. Without "cracking a smile" he calmly proceeded to weigh out the candy for the astonished lady.

Following Mr. Wilber as station agent came Frederick H. Collins. I acted as baggage master several weeks in the summer of 1891 while Mr. Collins and his assistant, "Johnnie" Decourcey, took vacations. Harry Wyatt, later for so many years at the West Medford post-office, was then night assistant for a short time. Harry doubtless still has a vivid recollection of the

wreck of an inbound passenger train at the station. Although there were no fatalities, the roadbed was badly ripped up and two or three cars, one of them a Pullman, were derailed and came to a stop leaning over against a string of freight cars on the sidetrack. Mr. Collins was active in organizing the Order of Railroad Telegraphers. He was a fine penman and in his signature joined his initials into a beautiful monogram, writing the initials backward. About this time an attempt was made by burglars to blow the safe in the ticket office but they were frightened away, as I recall it, by the appearance of Officer Daniel K. Richardson.

About 1895, Mr. Collins exchanged positions with Samuel H. Hellen who was train dispatcher on the B. & M. at Portland. Later he went to Nashua, N. H., as dispatcher and while there went into the optical goods business. When Mr. Hellen was agent at West Medford he had two younger brothers station agents in Medford, William B. at the Medford station and Frank E. at Glenwood. The father, Joseph Hellen, conducted a coal business near Medford Square.

Following Mr. Hellen, who went into the coal business with his father, about 1902 came our present genial and widely popular station agent, George W. Hook, formerly agent at Stoneham.

In the stonework on the track side of West Medford station is a blank slate panel surrounded by a border of small, polished granite blocks. It is a last mute reminder of a passing wave of secession sentiment a half century ago, which assumed formidable proportions for a time, resulting in a series of hearings at the state house. For reasons that have long ceased to exist a number of citizens wanted to set up a separate township under the name of Brooks. It was claimed by the petitioners for separation that West Medford was practically isolated so far as the older part of Medford was concerned. The only public means of conveyance to and from Medford center was a stage line making six or eight trips daily

and few of the residents attended town meeting. Heavy appropriations for the building of Purchase Street and the central fire station (built in 1880) and other purposes were made from which it was claimed West Medford received little benefit. A space was reserved in the stonework of the new railroad station in which it was planned to have the name of the new town. The outcome of the movement is indicated by the blank panel. The strong community spirit of the time is manifest in the many fine mineral specimens contributed by interested citizens, through the efforts of George W. Beekman, a local mineralogist, and these specimens may still be seen imbedded in the stonework. A natural stone sculpture representing a bust of George Washington rests on a granite shelf on the High Street side of the station.

In the list of accidents to persons in the annual report of the Boston & Lowell for 1848 is the following pathetic item:

"July 26. Henry Tucker, aged 4, walking on the track near Bacon's bridge in Medford, was run over by a passenger train and instantly killed."

This was probably the first fatal railroad accident in Medford. In the hope of securing further information the writer consulted the files of the *Boston Transcript*, *Traveler*, *Post* and *Atlas*. It was briefly mentioned only in the latter two, and with the exception of the fact that it was the train leaving Lowell at eight o'clock in the morning there were no further details. It will be noted that the accident occurred near Bacon's bridge, Grove Street being one of Medford's ancient roads, so there was no grade crossing. We can only surmise as to how the little fellow happened to stray onto the track in this isolated section and meet his tragic end.

In the summer of 1892 the writer was employed several weeks as baggage master at the Medford station in place of Frank Gowing. I had been there but a few days when the upper part of the building was badly

damaged by fire caused by defective wiring. I heard the alarm, saw the sky lit up, and hastened down on my bicycle, for a fire was then an event not to be missed. The police—Sergeant Ewell, John Grady and perhaps Chief Holmes—had removed the ticket case and money drawer to a cell in the police station in the old town hall. The fire was over before the six o'clock train out in the morning and we moved a high desk into the waiting room to carry on business. I sold tickets that day from the first train to the last at 11.00 P.M., not forgetting to go into the water-soaked ticket office a minute before the departure of each train to pull the bell hook, a custom referred to by my good friend Sam Haskell in the *Mercury* recently.

The Western Union Company had a small office off the lobby. When the operator, Miss Connolly, arrived at eight o'clock she started in briskly sweeping the water out of the telegraph office. A temporary ticket and freight office was built in the train shed and used until the building was repaired. The record of this fire in the annual report of the Chief Engineer is as follows:

"1892—August 10. Box 23, 3.05 A.M. Masonic Hall, Depot Bldg., Main St. Loss \$4,490, Insurance \$8,000."

A day or two after the fire General Lawrence was looking over the damage. He called my attention to a broken chair in the waiting room that he thought could be put into serviceable condition. I got a hammer and some wire nails and while the General held the chair, without removing his silk hat, I wielded the hammer and together we made the necessary repairs.

* * * * *

One hundred years ago! It is indeed a far cry from the luxurious streamline trains of today gliding swiftly over a strong, safe track, to the first trains with their diminutive, wood-burning, cabless locomotives and four-wheel, stage-coach body cars that the village

"hangers-on" actually did lay hold of and hang onto to assist in bringing the train to a stop. And yet there are many living today who have bridged the years by personal contact with those who had "their exits and their entrances" in the opening scenes of the great railroad drama a century ago. The writer has known one—Waterman Brown, who as a boy drove ox teams engaged in building the roadbed and is credited in Bradlee's "History of the Boston & Lowell Railroad" with being its first locomotive fireman.

Born in North Woburn in 1818, Mr. Brown must have passed much of his play time about the Middlesex Canal, but with what intense interest the active boy must have listened to the talk of the older folks about the wonderful railroad that was to come. How eagerly he must have watched the surveyors driving the stakes to mark the roadbed, and how fascinated he must have been with the stories of the iron monsters belching fire from their smokestacks that were soon to rush by close to his home.

In the winter of 1891-92 the writer acted for several weeks in place of the regular assistant ticket agent at Woburn station and during this brief period came in daily contact with Waterman Brown who was gate-tender at the crossing on the south side of the station. Mr. Brown was then well over seventy years of age, of slight build, the active, wiry type of man, of a cheerful, lively temperament. I recall standing by his side at the gates in a snow storm while the engineer of an inbound passenger train was "backing and bucking" to get under way on the snow covered rails. With each successive attempt Waterman would shout some witty comment while the grizzled old engineer smiled grimly.

Mr. Brown's entire career was spent on the railroad with the exception of three years' service in the United States Navy, 1845-48. He served throughout the war with Mexico and saw active service defending the Pacific coast against invading Mexican forces. Im-

mediately upon completion of his service in the Navy he returned to the railroad, his employment as a fireman ending when he was injured in an accident in which his engine ran into a stalled freight train on Bacon's curve, West Medford. The balance of his service on the railroad was as gate-tender at various crossings on the line. This accident occurred March 27, 1850. The engineer was killed and several injured, the injury to Mr. Brown necessitating the amputation of his right arm below the elbow. The locomotive was named "Whistler" which in later years had a successor bearing the same name.

Despite the handicap of his injured arm, Mr. Brown was a clever workman with tools and whittled out very creditable models of the early engines and cars which he knew so well. In his gate shanty I remember a chest containing an assortment of relics of his early railroad days, track bolts, short lengths of chain, coupling links and pins and parts of the first locomotives. "Junk" to the uninitiated but priceless to their owner, for he knew their story and would handle each cherished piece as tenderly as a child would fondle a loved toy. The chest was of his own construction and was said to have been rebuilt three times, the sides and ends dovetailed each time with painstaking care so it would fit better into the several crossing shanties to which he was transferred from time to time.

His most prized possession, which was kept in custody of a trusted friend, was the bell used on the first locomotive on the Boston & Lowell, the "Stephenson," which was brought over from England. This bell, which passed over the High Street crossing thousands of times sounding its warning, was used on the "Stephenson" until the engine was condemned and dismantled and was then used on another engine, the "Vesta." When this engine was also finally condemned Mr. Brown asked for the bell to keep as a relic. He was told he could have the whole engine if he wanted it but was content with the bell.

Mr. Brown had a number of odd characteristics, one of which was his passion for the circus. Whenever a circus appeared in Boston he is said to have attended every performance. P. T. Barnum was his idol. The remarkable fascination the circus held for him can be largely accounted for by his love for animals. In his youthful days he trapped wild animals in the woods and swamps of Woburn and Wilmington and kept them as pets. He raised a bear cub until it was full grown, with which he played and wrestled until his family feared for his safety and the bear was disposed of.

Similar to modern baseball fans he was a constant reader of theatrical papers that kept him posted on circus news. He practically lived with the circus when it was in town, knew the elephants and other animals by their pet names, was well known to the employees and performers and had a large collection of photographs, programmes and other souvenirs that had been presented to him by them. I recall a small wooden advertising sign he had nailed over the door of his gate shanty reading: "I am Coming—Wait—P. T. Barnum."

With the passing of the years Waterman Brown seems now to be almost a legendary character, and, like all men of the past of his picturesque type, stories, with a more or less truthful foundation, have been built around him. One of the stories about Waterman is the following, and knowing how well it fitted him and remembering as I do the mischievous twinkle that always played in his eyes I, for one, will not question it.

As is well known the first engineers were the real "crowned heads" on the railroad. They ruled supreme so far as their engines were concerned and ran according to schedule or not as they pleased. Their one consuming passion was to show what the "old gal" could do in the way of a fast run. The first gates at the High Street crossing were of the swinging type, the usual position being across the track until a train was due. The gate-tender was a nearby farmer. On several occasions he

failed to have the gates clear of the track in time for the early morning train from Lowell which ran express through West Medford. On one such occasion the exasperated engineer yelled to the farmer-gateman "The next time I find them gates across the track I'll go through them." All went well for a time until one morning as the train swung around Bacon's curve and approached the crossing the engineer saw the gates across the track with no gateman in sight. "Down with your head, Watt!" he shouted to fireman Brown, "we're going through." And go through they did, with screaming whistle and a crash of splintered gates that certainly did not fail to arouse the tardy gateman.

There is a grave in Woodbrook Cemetery, Woburn, beside which there is no stately shaft, no imposing memorial of stone and bronze. It is marked by one of the rough granite sleepers, set upright with five feet of its length above ground, upon which the first rails of the Boston & Lowell Railroad were laid. Cross-wise, about a foot below the top, is a three foot section of one of the original rails, mounted in one of the iron "saddles" which is bolted rigidly to the stone. On a smoothed and polished portion of the stone is the following inscription:

"Waterman Brown. Born at New Bridge, Now North Woburn, Feb. 21, 1818. Died Nov. 5, 1900. He sleeps his last sleep. He has fought his last battle. No sound shall awake him to glory again."

REVIEW OF PROGRAM OF 1935.

JANUARY.

"The Passion Play of Oberammergau." John Ward.

FEBRUARY.

"Daniel W. Lawrence." Ernest B. Moore.
 "Medford High School Lunch-room." Katherine L. Baker.

MARCH.

"Boston Colonial Gardens." Mrs. Kate Tryon.

APRIL.

"National Park System." Henry Warren Poor.

MAY.

"Eighty Years of Tufts College." Prof. William R. Ransom.

OCTOBER.

"Scandinavian Countries." Mrs. Ruth Dame Coolidge.

NOVEMBER.

"The Medford Public Library." Charles B. Dunham.
(In Joint Meeting with Royall House Association.)

DECEMBER.

Annual Christmas Party.

PILGRIMAGES.

January 19, Home of the Historic and Genealogical Society in Boston, with the Bay State League.

March 30, Museum of Ships at Technology and Fogg Art Museum.

April 29, Watertown, with the Bay State League.

June 22, Old Newbury, with the Bay State League.

October 9, Norwood, with the Bay State League.

PUBLICATIONS BY THE SOCIETY.

In June was published a fifty-two-page edition of the REGISTER for the purpose of recording the Centennial of Medford High School. The text was written by two members of the Historical Society, Thomas M. Connell, Medford High Class of 1891, and Frank W. Lovering, Medford High Class of 1895. This special edition found a large and ready sale, and contained a complete and finely illustrated summary of the entire week of the High School Centennial festivities. For the purpose of reference, the edition is No. 2 of Volume XXXVIII.

The September and December editions of the REGISTER were combined in one ninety-six-page edition, a splendidly written and illustrated booklet prepared by the Society's President, Mrs. Ruth Dame Coolidge, and entitled "Round About Middlesex Fells." A folding map of the Fells, contributed by the Metropolitan District Commission, was one of the valuable inserts in this pamphlet, and the Commission aided in every way possible in the preparation and illustrating of the booklet. A widespread sale was found for it, and the money accrued to the Society's treasury as a result of the High School and Fells compilations was greatly appreciated, and the success of the two booklets has lent enthusiasm for further effort along similar lines. For the purpose of reference, the edition is Nos. 3 and 4 of Volume XXXVIII.



Photograph by Frank W. Lovering.

MONUMENT TO WATERMAN BROWN

In Woodbrook Cemetery, Woburn, over grave of first fireman on first Boston and Lowell Railroad locomotive. It consists of one of the original granite sleepers, with a section of original rail mounted in one of the "saddles." The inscription reads: "Waterman Brown. Born at New Bridge, now North Woburn, Feb. 21. 1818. Died Nov. 5, 1900. He sleeps his last sleep. He has fought his last battle. No sound shall awake him to glory again."

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[No. 2.]

HISTORICAL REGISTER



June, 1936

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FRANK

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Frank W. Lovering.

Mrs. Ruth D. Coolidge.

Editor, Frank W. Lovering.

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TUFTS COLLEGE.
From an engraving of 1860.

The Medford Historical Register.

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JUNE, 1936.

No. 2.

WALNUT TREE HILL.

BY RICHARD B. COOLIDGE.

[Read by the Hon. Richard B. Coolidge at the 102nd Annual Meeting of the Universalist Historical Society at Tufts College on May 26, 1936. This article, in an abbreviated form, was given before the members of the Bay State League, meeting at the College as guests of the College, the Medford Historical Society and the Royall House Association, on January 25, 1936.]

WHEN Governor Winthrop and his fellow venturers of the Massachusetts Bay Company landed at Salem in June, 1630, they sought out other places for settlement. Of one of those expeditions on June 17, Winthrop wrote,—“We went up the Mystick about six miles . . . we found a good place up Mystick.” So it was that a fragment of those colonists settled upon Mystick, which, as Thomas Dudley, Deputy Governor of the Colony, wrote to the Countess of Lincoln,—“we named Meadford.” It is in a part of that Meadford, now Medford, that we meet today.

The Mystick of Winthrop's time wound a very crooked course up the valley. It is not known to what point the journey of six miles up river brought the settlers. They went far enough, however, to note rising on the south, beyond the green meadows skirting the winding river, a long hill heavily covered with green trees. That was Walnut Tree Hill or, in shorter form, Walnut Hill of later years.

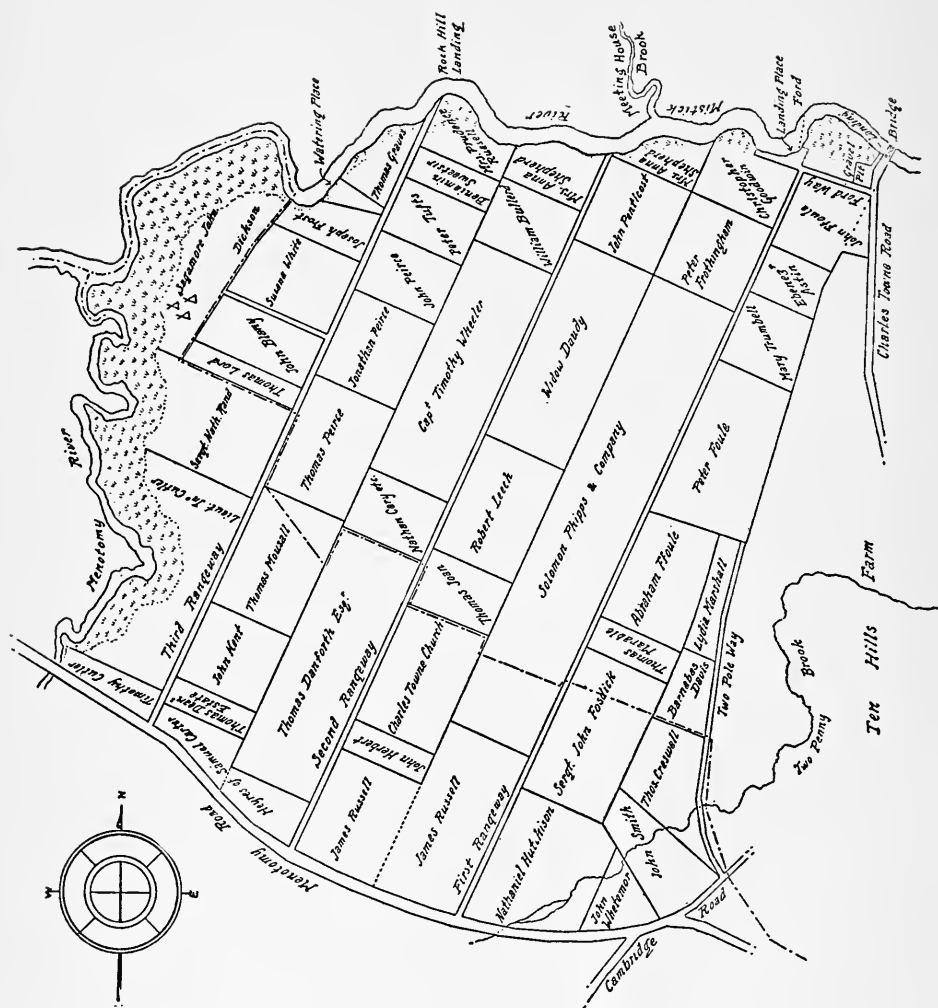
The hill, formed of land scraped up and deposited by primordial glaciers, slopes down on the south side into Somerville. Indeed, the boundary line between the two cities skirts Goddard Hall. The hill, however, is largely a Medford institution and without intent to disparage the Somerville of earlier days, I shall confine my subject, in the main, to Medford and Walnut Hill, and certain happenings within its vision, both of time and of distance.

I have referred to the settlement of early Medford by Governor Winthrop. His men were not the first settlers. In fact, in any account of early Medford, two important personages loom up through the years. One was John Winthrop who brought over the Company's Charter in 1630, came up the Mystic and left settlers within its bounds. The other was Matthew Cradock, the merchant adventurer of London, who never came to New England. It will be recalled that Cradock, as well as Governor of the Corporation entitled "The Governor & Company of Massachusetts Bay in New England," was a venturesome, over-seas trader on his own account. His men preceded Winthrop's colonists in Medford, and when Winthrop came up the river in June, 1630, he, doubtless, found Cradock's traders already settled near the present Medford Square in 1629 and possibly a year earlier.

Winthrop and Cradock were the great land proprietors of this region which, in 1630, sloped in stretches of woodland, meadow and marsh down from this hill to the valley of the Mystic and beyond. Across the river to the north lay Cradock's domain of some two thousand acres extending "a mile into the country from the river side in all places." That was granted to him by the Court of Assistants of the Massachusetts Bay Company in 1634 and 1635. Cradock's farm, so-called, was, in fact, the Medford of the late 1630's. This hill, itself, stood in early Charlestown which encompassed it on all sides, for there was no Somerville until two more centuries had passed. In this early Charlestown, the Court, in 1631, granted to Winthrop six hundred acres "to enjoy to him and his heirs forever". This was Ten Hills Farm. Its boundaries ran from the Cradock Bridge at Medford, along the river easterly nearly to the Convent Hill of later days, followed the general line of the present Broadway nearly to the Old Powder House and skirted the base of this hill. Walnut Tree Hill of those times, College Hill of to-day, did not lie

within the limits of the Governor's farm. A fragment of the College property—that portion of the Stearns estate on College Avenue on which stood the brick tower over the ancient spring, was, however, included.

The boundaries of Charlestown, in the 1630's, according to the Old Colony Records of March 3, 1635, ran "eight miles into the country from their meeting house," reserving the proprietary of the farms granted, among others, to Cradock and Winthrop. Of that region, Thomas Graves, a surveyor who laid out Charlestown, wrote in 1629,—“it is very beautiful with open land mixed with goodly woods and again open plains in some places 500 acres . . . no place barren except the hill-tops.” In the latter respect, Walnut Tree Hill was an exception. The center of population was on the Neck where about one dozen families were housed in the early days. “Without the Neck” across which, from the Mystic to the basin of the Charles, stretched a fence, both to keep the cattle in and the wolves out, were the woodlots and grazing grounds. Woodlots and commons lay to the north of Cradock's holding across the Mystic. The hill on which we gather was a part of the common lands of Charlestown. Hereabouts in the outlying suburbs of early Charlestown, stretched the cow common. The locality itself, in 1637, was divided into rights of pasturage, when a large committee was appointed to “stint the common” and determine the number of cow commons which the one hundred thirteen inhabitants should have in the pasture. Prior to that year, there was no restriction upon the number of cattle pastured on the common land. Then, however, with the increasing of the herds, this early measure of conservation brought into being “stinted pasture,” wherein the extent of pasturage or cow common allotted to each cow was three and one-half acres. Such was the vocation of this academic ground for the one-half century that followed.



WALNUT TREE HILL DIVISION OF THE STINTED PASTURE IN 1685.
(Dotted lines show present Municipal Bounds.)

In 1685, a portion of the common land, including this hill top and known as Walnut Tree Hill Division of the Stinted Pasture, was assigned to individual proprietors. The area so assigned comprised the land between the Mystic River and Menotomy Road, now Broadway, bounded on the west by Menotomy River, now Alewife Brook and on the east by Winthrop's Ten Hills Farm. We appear to be assembled today upon land formerly of Sergeant John Fosdick. Solomon Phipps and Company, Thomas Marable, and Abraham Ffoule were other owners, whose neighboring lands two hundred fifty years later now include the College campus.

Through the "stinted pasture" then set off to the several proprietors "to be their proper right and Estate" were laid out three rangeways. The second rangeway, two rods in width, ran from the Mystic to the Menotomy Road, and is now Winthrop Street in Medford, and Curtis Street in Somerville, passing the Reservoir at the western end. On the banks of the Mystic near this rangeway were the shipyards of Paul Curtis and Jotham Stetson. Another, known as the Two Pole Way, ran past the old Powder House, extending to the lot of Peter Foule, later the estate of George L. Stearns and now the property of the College. The Ten Hills Farm of Winthrop was bounded westerly by this way, which in part forms the boundary between Medford and Somerville.

The area around about us—even in the 1600's—was not entirely cow common, where as here milch cows, doubtless, sought the deep shadow of the walnut growth to pursue their afternoon task of mastication. Within the neighboring countryside, were the dwellings of the elect. Cradock, the Governor of the Company, who never came to New England, had his town house in St. Swithin's Lane, London. Winthrop, the Governor of the Colony, who led the migration from old England in 1630, established his summer house on the southeasterly slope of Winter Hill. Its location is shown on a map

dated 1637 on the road from Mystic to Charlestown where two other roads branched off—one to the top of Winter Hill and the other towards Newtowne, or Cambridge. From that point, his Ten Hills Farm stretched out to the foot of this hill, the map indicating that the whole area was well covered with growth, except for an ample clearing later embracing the estate of Isaac Royall and the marshes along the river.

As early as 1637, on the site of the present Royall House on Main Street, Winthrop erected a small farmhouse of two stories. The land between was his to explore. He even ventured farther to Spot Pond to which, and to Cheese Rock, as you know, he gave the names which they have borne for three hundred years. Once, according to his own diary, he walked out after supper and when about one-half mile from his house, mistook his path in the descending darkness, became lost and was forced to spend the night in the forest. By good fortune, he came to a little house of Sagamore John, into which, as the dismal rain began to fall, he climbed and fastened himself. Thus with the solace of a fire and the repeating of the psalms, he expected to pass a quiet night. Unfortunately, his meditations were disturbed by the approach of an Indian squaw who also was lost in the woods and sought admission. Puritan propriety prevailed and the squaw went again into the darkness, while Winthrop continued in prayer. The house which sheltered the Governor is believed to have stood on the westerly slope of the hill near the site of the now abandoned Pumping Station. The squaw was a remnant of the once populous tribe which inhabited the region. At the westerly end of the long slope of the hill near the Mystic was an Indian village and burying ground from which their bones have been disinterred. Looking to the north of the hill, the high prominence of rock across the Mystic, now Rock Hill, marked the former stronghold of Nanepashemet, Sachem of the Pawtuckets. From there, he watched the approaching

enemies. Under his son and successor, Sagamore John, who lived near the Weirs, at the outlet of Mystic Pond, the tribe, according to Governor Dudley, was reduced to not more than forty men.

Thus, in the early 1600's Walnut Tree Hill saw the decline of the Indians, following the great plague of the years 1617 and 1618. In 1644, all the Indians put themselves under the government of the Colony and by 1698, it was estimated that their entire number was about four thousand.

With the passing of the aborigines, came the development of the neighboring settlements by the Colonists. Almost at the foot of the hill, grew the hamlet of Medford, at the beginning consisting of the house of Cradock's agent and his great barn near the present square. Well down the river on the north bank—roughly opposite Governor Winthrop's house on the Ten Hills Farm, stood the house long believed to have been built by Cradock in 1634. It is more likely that it was built in 1668 by Peter Tufts, Medford's first deputy to the General Court.

If the deputy did not sail down the river to the sessions of the Court in Boston, he rode on horseback over the only bridge, opened first in 1638, across the Mystic at Medford, and down the Charlestown Road by this hill. As time went on, the aristocrats built their country seats within view of the hill. Within sight of the tidal river and its salt marshes, stood the mansion of Robert Temple, the Royalist, not far from Temple Street in Somerville today. Within hailing distance of the hill, its hospitable smoke rising from ample fireplaces, stood the mansion of Isaac Royall, still preserved in its beauty of design and construction. This stood on a tract of five hundred and four acres acquired in 1732 by that nobleman from Antigua, and into which he built the brick walls of Winthrop's original farmhouse. His son of the same name succeeded to his estate. Over the slopes of this neighboring hill, on crisp October

mornings, rode Colonel Royall in pink riding-coat, with his pack, in pursuit of the quarry.

It is too long to recount here the story of Colonel Isaac Royall, that generous lover of his home and his home-town, who rode into Boston on the Sunday preceding the 19th of April, 1775, to worship in King's Chapel, and never again dared to return to his home. He died in England, a victim of smallpox, but not before he had sent back to the General Court a series of moving petitions that he might return to his beloved home. His slaves were later freed. The slave quarters are still standing, close to but deferentially removed from the mansion famed for its hospitality in the social life of the days before the Revolution. Here gathered with their ladies the Temples of Charlestown, the Vassals of Cambridge, and the aristocrats of early Boston, whose coaches turned from the Charlestown road into the courtyard of the mansion. In the heyday of this country seat, and within the panelled walls of its ample living room, Mary Royall became the bride of George Erving, merchant of Boston, and Elizabeth, the bride of the second Sir William Pepperell of Kittery.

Nor was the hill too far away to hear the hurrying hoofs as Paul Revere dashed down the Charlestown road, across Cradock Bridge to the town Square of Medford, and hardly had the echoes died in the distance than the tramp of marching feet told of Minute Men hurrying along the roads toward Lexington. Toward the close of that day, over the road between Somerville and Cambridge, came the sound of British troops with heavy tread as they marched back in sullen retreat to Charlestown.

Then followed the siege of Boston and the ring of Continental troops placed on the hills about the city. On Winter Hill, its neighbor to the east, stood the rude huts and tents, poor shelters from the cold, which housed the New Hampshire men. Their leader, General Stark, had headquarters in the Royall House, where

Washington paid a military visit, and it is altogether likely that the Commander in Chief, on tour of the outposts, climbed the hill and looked toward Charlestown and Boston where his foes were waiting. Meantime, from the Charlestown woodlots, now Middlesex Fells and Pine Hill, in particular, was carried to the outposts the fire-wood that warmed the rebel soldiers.

The war ebbed away from New England with the evacuation of Boston, but there came to Medford and Walnut Hill a curious aftermath. When in 1777, Burgoyne was defeated at the Battle of Saratoga, where Lieutenant-Colonel Brooks of Medford rendered conspicuous service, the British General had with him several regiments of Hessians who had come overseas by way of Quebec and Montreal. According to Burgoyne's convention with General Gates, the defeated troops were to be taken to the coast and then transported overseas to England. The first article of the convention was performed, as the Hessians marched by slow stages and were quartered near Boston. A great number were in Cambridge, although Harvard very righteously forbade them to quarter in her halls. The officers found shelter on various farms, some of them in Medford. The unfortunate soldiers were quartered in the forlorn barracks once occupied by Washington's troops, on Winter Hill. Some of them were, doubtless, quartered on Walnut Hill, as tradition says that they stripped the hill, until then well covered by walnut trees, to provide fuel for their camp fires. Some of these Hessians hired out among the neighboring farmers, incidentally tending to reduce current wages. Some settled permanently in Medford. One, Thomas Huffmaster, lived in his adopted town, surviving years of war and peace, only to be killed by the famous tornado of 1851.

If one reads aright the reminiscences of Baroness Riedesel, Walnut Hill, during the Revolution, blazed with beacon fires. The unhappy Baroness, wife of the

Commander of the Hessians, with her two young daughters, had accompanied her husband to America and was quartered in Tory Row, Cambridge. While she was there, English ships came into Boston Harbor to remove the captive Hessians. Apparently, the Americans did not wish the captives to return so soon, for they realized that once on the other side, even though forbidden to bear arms in America, the Hessians might well release other troops for overseas action. At all events, when the British ships came into sight, beacons were flaring from every hill-top, according to the Baroness, and the ships put out to sea while the Hessians shivered on Walnut Hill or betook themselves to Medford for a cheering draught of rum at the Admiral Vernon Tavern.

The Revolution passed and, with the new century, there came the dawn of a new era in transportation. The hill looked down upon one of its first developments, for the Middlesex Canal passed within a half mile of the foot of the hill. Beginning in 1803, the canal boats passed regularly through Medford. The fast passenger boats, drawn by horses, proceeded at the safe and satisfactory speed of four miles an hour. Plodding oxen dragged the freight boats and the rafts of logs at the rate of two miles an hour. The sound of the horn at the locks below the hill succeeded the horn of the huntsmen. It was not long before the rafts of logs were serving a new industry, for hardly were the locks open to traffic than Thatcher Magoun opened the first shipyard in Medford. The Mystic River was deep at high tide, free from rocks and sufficiently curved to allow the launching of ships along the bends. Ten ship-yards were in existence in all and over five hundred ships, many of clipper size, slid down the ways into the Mystic.

In 1835, over the protest of the Canal Company which maintained that their boats "carried passengers at all hours as safely and rapidly as anywhere else in the world," the General Court granted a Charter to the

Boston and Lowell Railroad. The road was built with the aid of the canal. In fact, the canal itself carried the first locomotive to Lowell. The tracks of the railroad, laid at first on granite sleepers, gouged into the very side of Walnut Hill. In 1835, the first passenger train in New England ran from Lowell to Boston. The fate of the canal was thus sealed, and the last canal boat sounded its horn in 1854.

While these changes were taking place, Walnut Tree Hill moved, so to speak, from Charlestown to Medford, for in 1754, upon petition to the Court, Medford took over by annexation the territory to the south of the river. The boundary posts on the College campus mark the line then established between Medford and what remained to Charlestown to the south. The same posts mark the present line between Medford and Somerville, set off from Charlestown in 1842. The territory so lost to Charlestown, as in the days of the Revolution when its inhabitants were not more than two hundred, was greater in area than in population, for Somerville began its existence as a town with but one thousand and thirteen inhabitants. Medford at the same time had about two thousand five hundred.

The tradition will be recalled that in the days of the Revolution, this hill lost its growth of walnut, and became hill-top pasture land. It was then, apparently, that Walnut Tree Hill became Walnut Hill. It is likely, however, that there was timber still standing in the neighborhood, for in 1754 when Medford took over from Charlestown the area including the hill, the mother town insisted that Medford pay for the fire-wood represented by the standing timber.

Prior to 1842, when Somerville succeeded Charlestown, there had long lived "outside the neck" the descendants of Peter Tufts. He came from Malden, Essex, England, about 1638 and died in 1700, leaving a large landed estate, much of it lying in Medford. In 1696 he appears to have acquired from John Cary

three and a half acres, said to be Walnut Tree Hill. It was his son, Captain Peter Tufts, who was the first deputy to the General Court from Medford. In the fourth generation from Peter Tufts the first, was Daniel Tufts, a farmer and brickmaker, and a large land-owner in the Somerville of today. Charles Tufts, a son of Daniel, was born July 17, 1787, and likewise became a farmer and brickmaker. His house was on Washington Street, but he owned also extensive farm lands. In 1842 he was one of two persons in the new Somerville who paid a tax amounting to over one hundred dollars. Among the lands taxed to him was that part of Walnut Hill lying in Somerville. His holdings extended also into Medford. Walnut Hill at that time was a hill-top pasture,—a part of the farm of Charles Tufts.

Descended though he was from a family rigidly orthodox in religious views, Charles Tufts as well as his wife Hannah Robinson became ardent Universalists. Theirs was not a loyalty limited to profession alone, for in practice they gave generous support to the interests of that denomination.

It would be idle for me to set forth before this meeting of the Universalist Historical Society an account of the gathering determination of the leaders of that day to found a college under the auspices of the denomination. It would be more idle to undertake to do so before its one hundred second annual meeting, on the eighty-third anniversary of the day when Hosea Ballou, 2nd, was chosen President of Tufts College. It would be most idle to essay this task before your president, Hosea S. Ballou, a kinsman of Hosea Ballou, 2nd. His book, "Hosea Ballou, 2nd" has done all this with such completeness of fact and understanding interpretation that no amateur should invade the field. This at most is a fragmentary account of the Hill, the region round about, and the life of its times. We may, however, summarize Mr. Ballou's findings.

Hosea Ballou, 2nd, son of "Father" Ballou, dis-

tinguished in his own right in Universalist annals, was both scholar and administrator. The former is evidenced by his monumental "Ancient History of Universalism" published in 1829 at the age of thirty-five; the latter by his membership on the Board of Overseers of Harvard University from 1843 to 1853, and his membership on the Massachusetts Board of Education from 1855 to 1858. Both are further demonstrated by the fact that while as President here, so to speak, he set up the College, and administered its affairs, he served likewise as Professor of History and Intellectual Philosophy.

It is generally said that the movement resulting in the founding of Tufts College was set on foot in 1847 through the efforts of that forceful triumvirate, the Rev. Thomas J. Sawyer of New York, the Rev. Thomas Whittemore of Cambridgeport, and the Rev. Hosea Ballou, 2nd, then of Medford. These three men were the leading spirits of the Educational Convention held in New York on May 18, 1847. Hosea Ballou, on September 15 of that year, before the General Convention of Universalists, preached the Occasional Sermon, making a forceful plea for education. Both these events crystallized the endeavor to found an institution of learning, resumed at the adjourned meeting of the Educational Convention of September 17. As your president has pointed out, these labors of Hosea Ballou, 2nd, were a continuation of his earlier activity to the same end. In 1817 he was one of a committee of the General Convention of the Universalist Church whose efforts led to the opening of Nichols Academy under the auspices of that denomination. In 1827 he was a member of a similar committee to report upon a plan for establishing a theological seminary. In 1839 he published his "Review of the Denomination of Universalists in the United States," which gave remarkable impetus to the movement for further educational institutions. In 1846, as chairman of a committee he

recommended the general solicitation of funds for the purpose of converting the Clinton Liberal Institute into a college or university. Thus preceding the formal determination taken at the Educational Convention of September 17, 1847, to raise the sum of one hundred thousand dollars for the founding of a college, the labor of Hosea Ballou had prepared the ground.

On September 16, 1851, at a meeting of the subscribers, the fund was reported to be fully pledged and the business of the choice of a location and the election of a Board of Trustees was in order. At a meeting of the Trustees held November 9, 1851, in response to their invitation to receive proposals for the location of the College, it was reported that Brattleboro, Vermont, Walnut Hill in Somerville and Medford, and Franklin, Massachusetts, had been proffered. On January 8, 1852, the Trustees recorded the vote: "That the college be located at Walnut Hill." Dr. Ballou preferred the estate in Franklin. Included, however, in the subscription was a deed to twenty-acres of land in Somerville valued at twenty thousand dollars. This was the subscription of Charles Tufts in the form of his Walnut Hill pasture. His act had been forecast in his traditional reply to the query as to what he would do with the windswept height,—that he would put a light on it. He spoke in allegory, perhaps recalling the beacon fires that blazed there in the days of his fathers. Charles Tufts, who later increased his gifts of land to one hundred acres, became at this time the largest single benefactor of the college which took his name.

Formal incorporation followed on April 27, 1852, when by legislative act the Trustees of Tufts College became a body corporate. To the names of the formal incorporators, B. B. Mussey, Timothy Cotting, and Richard Frothingham, Jr., and that of Charles Tufts, should be added those of Otis A. Skinner, Oliver Dean, and Silvanus Packard, who strove mightily or gave generously in the undertaking.

Thus Tufts, like most of the older colleges in America, owes its foundation primarily to the zeal of a religious denomination. Its charter, however, provides that no instructor shall ever be required to profess any particular religious opinion as a test of office, and no student shall be refused admission nor denied any of the privileges, honors, nor degrees of the College on account of the religious opinions he may entertain.

Hosea Ballou, formally elected president on May 26, 1853, received a salary of eight hundred dollars per annum. He was incidentally made chairman of a committee to arrange a "Course of Studies for the College" and to report what professorships were necessary and what persons were available to fill them.

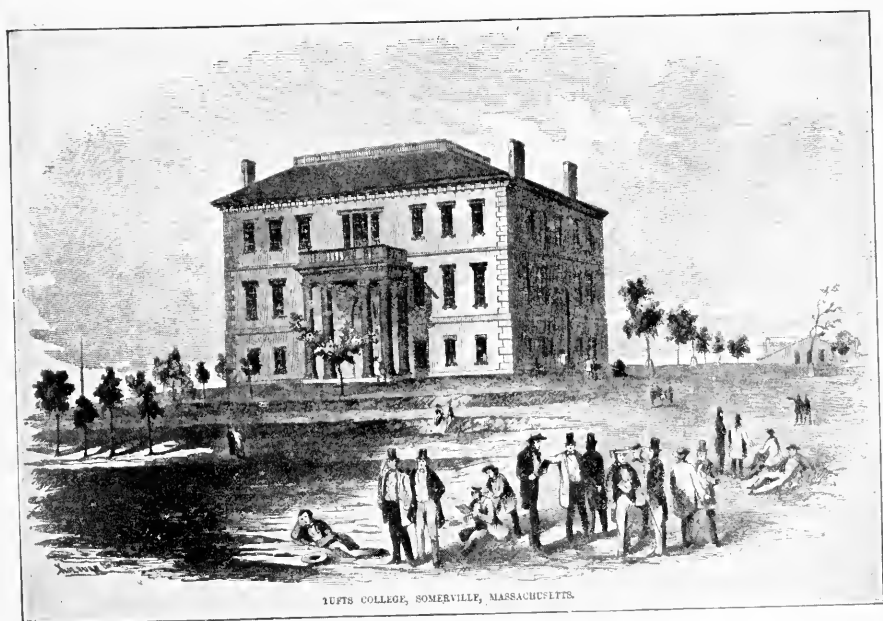
It was on July 23, 1853, when the cornerstone of Ballou Hall was laid that the hill-top pasture was formally dedicated to this more significant use. Thus Walnut Hill became in fact College Hill. The formal opening of the Institution was on August 22, 1855. The next day, under the presidency of Hosea Ballou, who had prepared himself for the task by a year of study in Europe, the regular college work began.

This is not the occasion to relate in detail the growth and development of the College established here while storm-clouds of Civil War were gathering beyond the horizon. It may be said, however, that in the early days, the College was visible from afar. Oliver Wendell Holmes so often saw the college buildings standing on the gaunt hill-top that he remarked that the first sight he expected to see when he passed the Pearly Gates was Tufts College. When the good Doctor cast his eyes toward the hill in 1855, Ballou Hall alone dominated the site. By 1862, two other buildings stood out on the hill, still barren of trees. In the intervening years, buildings devoted to educational and dormitory purposes have grown to the present number of 32, and a later generation of trees has succeeded the walnut growth of earlier days. The campus now of about 80

acres in Medford and Somerville comprises much of Charles Tufts' original gift of land. In 1856, the College reported itself possessed of land and buildings valued at \$51,600. In the current year, the grounds and buildings have an estimated value of approximately \$3,500,000. Such has been the transformation of the pasture on Walnut Hill measured in the terms of real estate development.

In population, too, Walnut Hill has increased since the planting of the College there. At the opening of the Institution in 1855, the faculty numbered 5 and the students 30. Today the current catalogue lists 549 engaged in work of instruction, and 2044 students. Of these, some 1300 are on the hill campus and 700 enrolled in the professional schools in Boston. So far as the College is concerned, the limitations of the occasion hold me largely to these statistics.

In this fragmentary fashion, I have endeavored to bring into view the unnamed hill of the days of John Winthrop in its transition from forest, to pasture, to campus, with the corresponding nomenclature of Walnut Tree Hill, Walnut Hill, and College Hill. Its remaining history is that of the College, and the history of a college is a part of the history of its times. That is largely a story of men, and their activity and influence in shaping the life of each generation, as it goes forward to new levels in the realm of things physical, to new perceptions in things of the mind and to new understandings in things of the spirit, both as they concern the individual and society itself. Life has been amply touched by such men on this hill for, under the College faculties for three generations, youth has been trained in the Arts and Sciences. From this hill, they have carried their learning into life and contributed to the advancement of their day. To such uses has been dedicated Walnut Hill, the upland pasture of eighty years ago.



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1174 tons. Built at Medford, Mass., in 1852, by Samuel Lapham.

The Medford Historical Register.

VOL. XXXIX.

SEPTEMBER, 1936.

No. 3.

THE LAPHAM FAMILY OF MEDFORD, MASS., AND CHARLESTON, S. C.

With special reference to the Lapham Ironworks (1804-1830)
and the Lapham Shipyard (1830-1856) of Medford, Mass.

Compiled for THE REGISTER
BY SAMUEL LAPHAM OF CHARLESTON, S. C.

IN 1635 Thomas Lapham was residing in Scituate, Massachusetts. He appears to be one of the group that came there from the County of Kent, England, about 1634, to seek religious freedom. Marrying in 1637, Mary, daughter of Elder Nathaniel Tilden of the First Scituate Church, he established the Massachusetts line of Laphams in America. He died in 1648. His third child and first son, Thomas, Jr., born in 1643, married Mary ———, moved to Marshfield and died in 1720. The second son of Thomas, Jr., was Samuel, first of the name, born 1676, who married Hannah Rogers, in 1701. To them were born nine children, of whom the fifth, Joshua, born 1710, married Mary Wood in 1736 or '37. Joshua had eleven children, of whom Samuel, second of the name, was baptized October 23, 1738, in Scituate, residing later in Marshfield and Pembroke.¹

Here appears the first evidence of the family's love of the sea. It is recorded that Samuel (II) was a sea-captain and master mariner. He married Ruth Bryant in 1767, died in 1788 and was buried in Pembroke.²

To them came the tragedy that occurred to so many sea-faring families. His two eldest sons, Samuel (III) and Luther, while voyaging in the Pacific, landed at the Sandwich Islands and were massacred by the natives in 1803.³ To carry on the family name alone was left the third son, George Bryant Lapham, born 1773. He married Merriel Whitton in 1800.⁴

In 1802 we find him in business as Lapham and Thomas (Ironworks) of Weymouth, but by 1804 he moved to Medford and established ironworks there under his own name and without a partner. The account book of the firm of Lapham and Thomas for 1802 to 1804 and of the George B. Lapham Ironworks of Medford, from 1804 to 1825, is in existence today.⁵ The ironworks prospered, serving the growing shipbuilding industry and, gradually changing to both ironworks and shipyard, became the Lapham Shipyard, under his son.

It should be noted that Thatcher Magoun, the first shipbuilder of Medford, came from Pembroke⁶ and it was in Pembroke that Samuel (II), the father of George B., had lived. It seems reasonable to suppose that the families were friends and possibly Magoun's increasing shipbuilding with the consequent need for ironwork led him to persuade George B. Lapham to abandon his partnership in Weymouth and establish his own firm in Medford. Certainly it seems a likely supposition, when the business and personal indications of the next quarter-century are considered.⁷

Among the earliest accounts in the ledger after the establishment of the ironworks at Medford, the name of Thatcher Magoun appears. In 1804, from March 17th to July 17th, one account amounted to about five hundred dollars, and to the end of the records in 1825 his name is the most frequent entry. For instance, under the date of the 8th of March, 1811, is the heading "Thatcher Magoun Deb. to George B. Lapham Ironworks, to Ironwork done for your ship" with four pages of separate items, and so on through the years.

Beginning June 19, 1818, is a detailed schedule to September 30th for "Bireby Valentine and Co. Deb. to George B. Lapham Ironworks for your brig." It consists of one hundred and nineteen items and gives an idea of costs in those days. Spikes were ten cents per pound, bolts the same, repairing bolts cost five and

one-half cents per pound; repairing shackle bars cost fifty cents, preventer bolts and plates likewise cost ten cents per pound and bolts (not nails) were "chinned" for four cents each. Augers cost fifty cents.

Among other names appearing in the accounts are Mr. Jones, Capt. James, Maj. Eph Hall, Mr. Elisha Briggs, Mr. Shead (who placed an order for "2 straps for my slead and 16 nails"—cost seventy-five cents), and Sprague and James.

George Bryant Lapham had eight children; his first, George B., died in infancy. His second, he also named George B., and here again the record strengthens the belief of close friendship between Magoun and Lapham. George B., the son, entered Harvard College and as required in those days a bond of four hundred dollars had to be given to the President and Fellows of the College that such moneys as might become due from George B. Lapham, Jr., would be paid. The bond is signed September 22, 1822, by Geo. B. Lapham, Sr., and Thatcher Magoun. Two quarterly bills of Harvard College to G. B. Lapham, Jr., are preserved, the cost per quarter being about twenty-one dollars, of which "Instruction" amounted to eleven dollars and fifty cents.⁵

George Bryant Lapham, the father, led apparently the life of the well-to-do business man of that day. He was a member of the Washington Benevolent Society of Boston in 1812, owned two shares in the Social Library of Medford. A forerunner of the automobile license of today is recorded by the fact that in 1817 Levi Thaxter, Collector of Internal Revenue, 10th District of Massachusetts, certified that George B. Lapham had paid duty of three dollars for that year on a two-wheel carriage called a chaise, and harness used therefor.⁸

Medical practice was apparently different inasmuch as doctors sent out bills yearly on printed forms so worded that only the last numeral of the year and the amount due had to be filled in in ink.⁹

Mr. Lapham's daughters attended first Miss Eliza Bradbury's private boarding school and were then tutored by Mr. John Angier (Harvard, 1821) who had a boarding school for boys and girls.¹⁰

The love of the sea was in the blood, however. James, the third son, was studying navigation in Boston, as per the following:

Boston, December 11th, 1822, received of James Lapham the sum of Ten Dollars for which I have engaged to teach him the art of Common Navigation, or Navigation exclusive of the method of finding the longitude at sea by the Lunar Observations by a Chronometer and by other astronomical observations—exclusive also of the method of finding the latitude by the moon's meridian altitude and by double altitudes of any celestial object.

John Kendrick

But fate again seemed about to wipe out the name. George B., the first-born, had died in infancy; George B., Jr., who attended Harvard, died at twenty-seven; James died at twenty. Of boys were left Samuel, fourth of the name, and Luther, born in 1811, who never married.¹¹

Samuel (IV), however, was destined to carry on the name, see the world, learn the mystery of sea and ships and with others create shipbuilding masterpieces. Born in 1808, he was sent on a voyage at the age of fifteen, to see the world and learn the sea. His citizenship papers are preserved, dated April 18, 1823, describing him as aged fifteen, height five feet one-half inch, light complexion, brown hair, gray eyes, a scar on the left hand and left thumb and one on the right cheek. This is signed by H. A. S. Dearborn, Collector, and is No. 12380.

Two of his letters are also preserved:

Matanzas, May 26th, 1823.

Dear Father:

I now take this opportunity to inform you that i am in good health and i hope you enjoy the same blefsing me. I arrived at Matanzas after a pleasant pafsage of 20 days we expect to sail

the 8 of June for Cows to wait for orders it is vary healthy here now we have a good crew considering i like the Capt vary well and Second Mate i have plenty of clothes for a years voyage we know not where we shall go from Antinope we expect our orders will be to go from Antinope in Europe to India if not i shall expect to be home by the 1st of December unlefs we go to India There is two sloops of war here a pirate was taken by one of them about 8 days before we arrived 8 men were kiled on board the pirate and the rest swam to shore Give my love to Mother Brother and Sisters etc.
George B. Lapham

From your Son Samuel Lapham
I have seen one that belongs to Medford in this Port that i am acquainted with and he has not bin to Medford for 6 years.

The second letter:

Pernambuco, Sunday, March 21st, 1824.

Honoured Parents

I now take this opportunity to inform you that i am well and hope you enjoy the same blefsing, we arrived at Pernambuco after a long and pleasant pafsage of 54 days, I like the officers and crew very well We shall not go to Riojanaro on account of the cargo fetching a great price here we shall sail for Rufsia the first of April, and then first Mate will take the command then the second Mate will be first Mate I shall expect to be at home the first of November I shall expect to be seeing my Brothers all at home when i get home. Give my love to Brothers and sisters I have no chance to write more this day

I remain yours

Samuel Lapham

By 1826 he was safe home and being instructed by Mr. John Angier as had been his brothers and sisters before him. Tuition was nine dollars for one quarter, stationery and fuel eighty-three cents and glass broken by Samuel thirty-three cents—a total of ten dollars and sixteen cents. His twenty-first birthday was in 1829 and was marked by a party at which an admiring friend wished him success in a long poem.

Thatcher Magoun was still his father's friend and was training his friend's son to make the ironworks into a shipyard. George Bryant owned a schooner¹² in addition to his other property—evidently his first

shipping venture. In 1830 Thatcher Magoun duly declared Samuel (IV) a "shipwright":

TO ALL who shall see these PRESENTS,
GREETING:

WHEREAS Samuel Lapham of Medford Massachusetts, SHIP-WRIGHT, hath duly discharged the duties, and fulfilled his engagements as a faithful APPRENTICE, I hereby grant him this

CERTIFICATE

of my approbation, and do recommend him to the Notice, Encouragement, Protection, and Patronage of all PERSONS.

[Signed] Thatcher Magoun

Medford (Mass.)

March 1st 1830.

The same year, to give Samuel a chance to prove his ability, his father and S. Glover ordered a brig from him and the ironworks became the Lapham shipyard. The brig was the *Nabob* of 309 tons.¹³ The yard was on Riverside Avenue, opposite Cross Street.¹⁴

The ironworks and shipyard now one, his son successfully launched in business and a partner with him, George Bryant Lapham died in 1832, leaving a large estate.

Samuel Lapham (IV), thus established, was to become one of the master shipbuilders and designers of Medford—and Medford was at the forefront of American shipbuilding. Twenty-three ships were designed and built by him. The *History of Medford*¹⁵ published in 1855 lists those through 1854, and in his old age Samuel took his sister's copy of this book, checked off his ships and added those he built after 1854 when the published table ended.

He also changed the dates of the *Emily Taylor* and the *Omega* given in the history as 1833 to July, 1832, for the former, and November, 1832, for the latter. He added to the list:

think 1855—*Sancho Panza*
think 1856—*Magnet*

This makes his list of the ships he built as follows: BRIGS—*Nabob*, (1830); *Tusker*, (1831). BARKS—*Auckland*, (1843); *Georgiana*, (1851). STEAMER—*Rajah Walla*, (1851). SHIPS—*Lion*, (1831); *Emily Taylor*, *Omega*, (1832); *Chatham*, *Bazaar*, (1834); *Colchis*, (1836); *Berlin*, (1841); *Thomas H. Perkins*, (1842); *Dolphin*, (1846); *Beatrice*, *Argonaut*, (1849); *Gentoo*, *Union*, (1850). CLIPPER SHIPS—*Phantom*, (1852); *Don Quixote*, (1853); *Nor'wester*, (1854); *Sancho Panza*, (1855); *Magnet*, (1856).

Tonnage, owners, etc., can be found in Brooks' or Gleason's lists, except for the *Magnet* whose existence is confirmed by Lodge's reference.

With the evolution of the design of the California clipper ship due to demands for rapid trade with California, the designing skill of Samuel (IV) reached its highest point. J. E. Lodge, father of Henry Cabot Lodge, national political figure of World War years, gave the Lapham Ship Yard order after order following the success of the *Argonaut*. Although not a clipper she made voyages of one hundred and thirty-three and one hundred and thirty-four days to San Francisco.

Of the Lapham clipper ships, the *Phantom* and the *Don Quixote* were among the twenty-six "blue ribbon" ships of the American merchant marine of that decade; i.e., making two voyages from Boston or New York to San Francisco averaging less than one hundred and ten days. The *Phantom* had trips of one hundred and three and one hundred and seven days and was rated the second fastest ship of all the Medford yards. She held the world's record of thirty-two days from Callao to Rio Janeiro. The *Don Quixote*, his largest ship of 1,500 tons, was outstanding in quick California voyages (one hundred and four, one hundred and six, one hundred and seven, one hundred and eight, one hundred and nine, one hundred and ten, one hundred and eleven days). The *Nor'wester* made the Boston-Calcutta run in ninety-one days, claimed to be the second best on record.¹⁶

Samuel (IV) was chief owner of the *Nabob*, *Omega*, *Tusker* and the *Colchis*. He owned shares in the *Argonaut* and it is believed had stock in J. E. Lodge & Company, or retained a certain interest in ships built for them, as memories of Samuel Lapham (V) were that the *Magnet*, the *Don Quixote* and the *Sancho Panza* were his father's ships not only in the sense of having built them but of having a return from their commercial ventures. Also the *Don Quixote's* signal flags and cabin lamp passed into his hands in later years.

Of Samuel Lapham's (IV) activities outside of business it appears he led the usual busy life of a man of affairs interested in his work, his friends and his community. He belonged to a volunteer fire company of Medford, evidenced by two leather fire buckets with pointed ends painted green and ornamented with gold leaf and red scrolls bearing the inscription: "S. Lapham—1833—No. 1—Medford" and "S. Lapham—1833—No. 2—Medford." He was later the first Chief Engineer of the Town Fire Department.²⁵

He may or may not have belonged to a military company. The following order (addressed however, not to him but to William Gould) was found among his papers and would have scarcely been preserved if not somehow connected. George Bryant Lapham in 1829 would hardly have been interested. Possibly muster rolls exist that on examination would yield a clue.

Company Orders.

Mr. William Gould

Sir: You being duly enrolled in the Company of which *John Sparrell* is Commanding Officer are hereby notified and ordered to appear at Samuel Kendall's Hotel in Medford on Tuesday the 5th day of May next at 1 o'clock PM armed and equipped for Military duty and inspection and there wait for further orders.

Per Order of said Commanding Officer

J. Brook, Clerk

N.B. Ball Cartridges and Flints may be dispensed with at this inspection.

Medford, April 18, 1829.

His daguerreotype later in life shows a kindly, quizzical, smiling face, crowned with a mane of hair with sidewhiskers and a light beard following the line of jawbone and chin, but no moustache. He married in 1845 Sarah Peterson Smith, daughter of Benjamin Smith, sea captain of Duxbury, Massachusetts, and Margaret Tilden, who through her mother was descended from Elder William Brewster of the *Mayflower*.¹⁷ As his son was reared in the Protestant Episcopal faith it is presumed Samuel (IV) was of that denomination.

Presents flowed in from his captains and friends: an ancient incense burner from some temple in China, French clocks (keeping time today after ninety years) Chinese vases and silverware. He had in earlier days brought home from China a double set (over one hundred pieces) of Canton china of the same pattern as may be seen in Washington's home at Mt. Vernon, except that the Lapham set is in the rarer ox-blood shade instead of the commoner blue of the set at Mt. Vernon. His ship captain's liquor chest or coaching set, the familiar hinged box with six large and six small liquor bottles, two wine glasses and two tumblers, all ornamented with gold leaf, is a family heirloom today. His silver snuff box was engraved with a full-rigged ship under sail.

Henry Cabot Lodge, writing of his boyhood and looking backward in 1912 to 1850, gives us a momentary glimpse of Samuel Lapham and more data as to ships built by him.

My father was a China merchant . . . the history and adventures of the ships interested me greatly. I was indifferent to those my father bought [named] *Alfred Hill* and *Sarah H. Snow* but I cared enormously for those he had built for and named himself. There was the *Argonaut*, his "luckiest" ship in which he told me I had a share. I still have a picture of her painted by a Chinese artist in the Western manner and a very beautiful ship she must have been. Then there were the two named for the heroes of my father's best-loved book, the *Don Quixote* and the *Sancho Panza*. Then there were others, crack ships in their day

. . . the *Kremlin*, the *Storm King*, the *Cossack* and the *Magnet*.
 . . . I can see the ships now as I gazed at them from the [Boston office] window. . . . I can see too, the shipyard at Medford, long since departed, and Mr. Lapham, the ship builder, and the vessels on the stocks. It was one of the most exciting joys of my life to drive out to Medford with my father and stroll about the shipyard while he inspected the ship in process of construction.¹⁸

Someone, possibly Samuel Lapham (V) as a boy in the mid-'60s, collected and framed two groups of twelve or more hand-bills, approximately four by six inches. Among these are ones of the *Don Quixote* and *Sancho Panza*. Neither is dated but those that are would indicate that all were in the period of 1863-65.

SAN FRANCISCO

. . . Saturday June 6—Guaranteed for June 10
 (Colored cut of Sancho Panza being tossed in a blanket)
 The Al Extreme Clipper Ship
Sancho Panza
 Perry Bird Master

Now ready for cargo at Pier 15 E.R.
 Her small capacity, unsurpassed sailing qualities and quick despatch she will have, render her the most desirable vessel on the berth.
 Freight can now be engaged at favorable rates on application to
 Bingham & Reynolds 88 Wall Street

There were two of the *Don Quixote*, one referring to her as the "Famous extreme clipper ship" and the other increasing the sales pressure as follows:

104, 108, 110 and 118 Days
 Only Extreme Clipper Loading
 Merchants Express Line of Clipper Ships
 For San Francisco
 Dispatching more vessels than any other line
 (Colored cut of Don Quixote in armour attacking a lion escaping from a cage.)
 The World Renowned Out-and-out Clipper Ship
Don Quixote
 Nott Commander
 is rapidly loading at Pier 10 East River. She has so many times claimed the attention of shippers and has therefore . . . no

more than a simple reference to her wonderful passages above given. Shippers will remember how rapidly their goods have invariably been delivered. Forward goods promptly to insure prompt dispatch.

Randolph M. Cooley 88 Wall Street

Other hand-bills extoll the *Herald of the Morning*, *Golden Fleece*, *Fearless*, *Marmeluke*, *Robin Hood*, *Fleet Wing*, *Electric Spark* and others. The cuts illustrating the hand-bills of the *Don Quixote* and *Sancho Panza* are identical with and were evidently taken from an early edition of "*Don Quixote*."¹⁹

With the size of ships increasing to meet demands, the yards on the Mystic began to reach their limits. Other factors also began to cause the wane of the industry. The cessation of the California gold rush was one, and with the Civil War plus the constantly increasing growth of steam power and iron ships, the demand lessened rapidly. From thirty ships built in all the yards in Medford in 1853 the number fell to twelve two years later, then to six or less per year for the next decade and still downwards till the last ship of 1873.²⁰ Samuel Lapham in the later '50s practically retired from active shipbuilding and contented himself with the handling of his shipping interests in place of construction.

The Civil War cast its shadow over all and events moved and formed sequences to serve the nation's destiny that seemed independent of those that strove to guide them one way or the other. Politically the Laphams were old Whig stock, not the new Republican. Their party was Constitutional Union Party,²¹ closely allied to the Bell Democrats of 1860, standing for and seeking a just compromise out of the new difficulties as the Compromise of 1850 had temporarily adjusted matters a decade earlier. The firing on Sumter, however, brought them on the Union side as readily and naturally as Lincoln's demands on Virginia for troops brought Virginia into the Confederacy. The immediate

family, however, could take no active part for Samuel (IV) was in his late fifties and his eldest living son was but ten when war was declared.

Time and storm took toll of his ships—children of his hands and brain. Twenty years was about the average of their life. The *Colchis* was wrecked in the Bahamas in 1862. The *Aukland* sailed from San Francisco in 1856 and was never heard from; the *Phantom* perished in Chinese seas. Some were transferred to British shipping.²² The *Don Quixote* lived up to her hand-bills. She met the *Alabama* one afternoon in fair wind, identified her first, hoisted the British flag to gain a few precious miles to windward and, beyond gun range, dropped it, ran up her signal flags, spread all sail and had vanished when the next day dawned.²³ She was still alive in 1874,²⁴ but the majority had gone to their ocean graves when Samuel (IV) died in 1886.²⁵ He is buried in Oak Grove Cemetery, in Medford.

His children were three in number, George Bryant dying in infancy as had died the George Bryant of the previous generation, Samuel (V) born 1850, and Luther.²⁶ Luther married late in life and left no descendants.

Samuel (V) (father of the writer) as a boy saw the last few years of the days of glory before the decline. He remembered the *Magnet*, the *Don Quixote* and the *Sancho Panza*. Captain Nott who commanded the latter he recalled because of his moustache which stood out on each side of his nose like a double narwhale's horn.²⁷

But his father had seen the writing on the wall and knew the days of wooden shipbuilding were passing. Samuel (V) went to Medford High School, graduating in 1867.²⁸ He was secretary of one of the young men's boating clubs of Medford.²⁹ Through shipping interests Samuel (IV) was friends with Alva Gage of Alva Gage and Company, who shipped ice to southern ports and

when Mr. Gage offered Samuel (V) a position to represent his interests in Charleston, S. C., it was accepted. At the age of twenty-one the son said good-bye to New England and went southward by rail with letters to acquaintances and business associates in Charleston.

That in those times of the bitterness of Reconstruction, with wounds of war still sore, with the domination in politics of the negro and the carpet-bagger just being broken by Hampton's Red Shirts, he was received, welcomed and liked, speaks volumes as to his training and character. It proves that despite war, past friendships could still recall that there were gentlemen existing on the opposing sides.

In Charleston he represented the Gage interests in the ice industry and with its development from mere shipping to mechanical productions became an official in both the local and southern centers of this industry, being treasurer of the local company and member of the boards of directors of other companies in Savannah, Mobile and New Orleans.

In 1895 he was elected a member of City Council and re-elected for two terms. He served as Mayor Pro Tem of the City in 1898, 1903 and 1906. Upon retiring from active politics in 1907 the City of Charleston presented him with a silver service, the tray bearing the inscription:³⁰

From the City of Charleston, S. C. December 10, 1907.
In recognition and grateful acknowledgement of his untiring labors in her behalf, of his unwavering devotion to her best interest and of his inestimable services in the promotion of her welfare.

Director in a national bank and a fire insurance company, he was for many years a leading figure in the city's life. He was chairman of the official banquet committees of the city when President Roosevelt and President Taft were entertained in 1902 and 1908. For twenty-five years he was chairman of the City Board of Park Commissioners. Reviving the Charleston

Lodge of B. P. O. Elks, he served as their Exalted Ruler, and in after years in recognition of his services the Lodge established an endowed scholarship at the College of Charleston bearing the name of the Samuel Lapham Scholarship.³⁶

In addition to belonging to many local social and business societies, he was a member of the New York Society of Mayflower Descendants³¹ and for fifty years belonged, joining in 1879, to the New England Society of Charleston (established 1819), the second oldest New England Society in America. At the time of his death he was its Junior Vice-President.³²

In 1891 he went north to marry on March 10th Annie Grey Soule, in King's Chapel, Boston. She was a daughter of Capt. Freeman Soule, a sea captain of Duxbury in the India trade, as the Laphams had been in China.³³ She was sixth in direct line from George Soule, thirty-fifth signer of the Mayflower Compact, and through her mother, Nancy Freeman, granddaughter of Hannah Bradford, was eighth in descent from Governor Bradford of Plymouth.³⁴

Samuel Lapham (V) died on Christmas Day, 1929, and is buried in Magnolia Cemetery, Charleston, S. C., leaving one child, Samuel Lapham (VI) born 1892.³⁵

Samuel Lapham (VI) graduated B.A. 1913 from the College of Charleston,³⁶ B.S. in Architecture 1916 from the Massachusetts Institute of Technology.³⁷ In the World War, he was commissioned in November, 1917, as Second Lieutenant in the Coast Artillery Reserve Corps, was assigned to the 61st Artillery C.A.C., and after seven months' service in America, sailed from Newport News in July, 1918, on the transport *Wilhelmina*. He was one of the army officers assigned to submarine look-out on July 30th when the ship engaged in an encounter with a German submarine off Belle Isle, France. In France the 61st Artillery served throughout the war as one of the regiments of the 33rd Artillery Brigade of the 1st Army A.E.F. Returning in March,

1919, Samuel (VI) was honorably discharged. In later years he rejoined the Reserve Corps and is now Major, Coast Artillery Reserve Corps.

After securing experience in his profession in Akron and Cleveland, Ohio, he returned to Charleston. Becoming a registered architect in 1920,³⁸ the firm of Simons and Lapham, Architects, of Charleston was formed and continues in practice, being the architects of many of the homes, plantations and churches of Charleston and lower South Carolina.

Samuel Lapham was elected a member of the American Institute of Architects in 1923 and served as President of the South Carolina Chapter of that organization for two years, 1935-1936. In addition to his business he also served as Acting Professor of Engineering of the College of Charleston in 1925-1926 and 1929-1930 and is author of various articles in professional magazines and co-author with his partner of the recognized authoritative professional work on South Carolina architecture (Vol. I, The Octagon Series of American Architecture—Charleston, S. C.) (Press of the A. I. A., New York, 1927.)

He married, in 1926, Lydia LaRoche Thomas of Charleston, S. C., daughter of Rev. Harold Thomas, a descendant of Rev. Samuel Thomas, first missionary to the South Carolina Indians (1702) and of Governor Gibbes (1710-1711) of South Carolina.³⁹ They have one son, Samuel Thomas Lapham, and one daughter, Anne Soule Lapham.

* * * * *

In 1805, when Thatcher Magoun was building his first ships, a master carpenter, Samuel Axson, one thousand miles to southward, skilled in building the city mansions of the planters, built for himself his own home in the Georgian-Colonial style. Today the seventh Samuel of the tenth generation of Laphams in America can see with his baby eyes the flags of *Don Quixote* draping the attic rafters of that century-and-a-quarter-old house, her hull model and cabin lamp

decorating the stair hall; while the *Colchis*, painted by Frederic Roux, sails from Havre on December 16th, 1839, and on the dining room walls the *Don Quixote* nears the port of Canton. Some day to him they will mean more—will make real the days when a thousand miles to northward his great-grandfathers were:

“Lords of the bunt and gasket
And Masters of the yard . . .
For them no land was distant,
To them no sea was barred.”

NOTES AND REFERENCES.

- 1 Lapham Family Register or Records of Some of the Descendants of Thomas Lapham of Scituate, Mass., in 1635, by Wm. B. Lapham, M.D., member Maine Hist. Soc. and New Eng. Hist. Genealogical Society, p. 5, 6, 7, 8. Augusta, Me., Sprague, Owen & Nash, Printers, 1873.
- 2 Lapham Family Register (see Note 1), p. 9. Also Scituate Vital Records. N. E. Hist. & Geo. Registry, Vol. 48. Mayflower Descendants, Vol. 10, p. 100.
- 3 The Lapham Family Register (see Note 1) gives the children of Samuel and Ruth Bryant as I, Samuel; II, James (date of births unknown, both massacred in Sandwich Islands 1803); III, George B.; IV, Lucy B., m. Seth DeCrow, Jr. This is incorrect; the two slain brothers were Samuel and Luther. The writer has duplicate papers headed Plymouth, Mass., Probate Office, June 25th, 1807, and signed by Probate Judge containing the receipts to the administrator for the distribution of the balance of the estates of Samuel and Luther (not James) Lapham to the heirs of the two brothers, which heirs are listed as George B. Lapham, brother; Lucy, wife of Seth DeCrow, sister; Lydia, wife of David Glover, sister; and Mary, wife of Alexander Bonney, sister. Each paper is signed by agents or attorneys of the above mentioned heirs.
- 4 Lapham Family Register (see Note 1), p. 13, 21.
- 5 In possession of Samuel Lapham (VI) of Charleston, S. C.
- 6 Old Ships and Ship Building Days of Medford, by Hall Gleason, p. 10. J. C. Miller, Jr., Printer, Medford, Mass., 1936.
- 7 Also Lemuel, brother of Samuel (II), married a Lydia Magoun, 1799.
- 8 Library certificate dated January 18, 1825. In possession of Samuel Lapham (VI) of Charleston, S. C.
- 9 Mr. *George B. Lapham* to DANIEL SWAN, Dr.
To medicines and medical attendance in your family in 1825 \$4.25
Received payment D. Swan.
- 10 Receipt of Bradbury dated Aug. 4, 1821. Others of Luther Stearns dated Nov. 3, 1819, and H. Greenleaf dated Aug. 25, 1817, for tuition and instruction of his various children.
- 11 Lapham Family Register (see Note 1), p. 21.

- 12 Gleason, *Old Ships and Ship Building Days of Medford* (see Note 6), p. 59.
- 13 *History of the Town of Medford* by Charles Brooks, Boston. Published by James M. Usher, 1855, p. 370.
- 14 Gleason, *Old Ships and Ship Building Days of Medford* (see Note 6), p. 53.
- 15 Brooks, *History of Medford*, p. 366-380 (see Note 13).
- 16 The data on these ships secured from tables in Brooks' *History of Medford* (Note 13) and Gleason's *Old Ships and Ship Building Days of Medford* (Note 6).
- 17 See Records of Soc. of Mayflower Descendants in State of N. Y. in connection with membership papers of Samuel Lapham (V) Genl. Society No. 2920, State No. 914, for descent of Sarah Peterson Smith. Also Lapham Family Bible. Wedding invitation in possession of Samuel Lapham (VI).
- 18 Scribner's Magazine Vol. LII, No. 3, Sept., 1912, "Some Early Memories," by Henry Cabot Lodge, p. 313.
- 19 *Adventures of Don Quixote de La Mancha*, by Charles Jaries, illustrated by Tony Johannot. New York, L. Magagnos Astor Publishing House (no date).
- 20 Gleason, *Old Ships and Ship Building Days of Medford* (see Note 6), p. 77-80.
- 21 Verbal reminiscences of Samuel Lapham (V) to his son Samuel (VI). See "A History of Presidential Elections" by Edward Stanwood, p. 217 and 225-226 (Houghton Mifflin & Co.) 1884, for description and aims of this political party. Edward Everett of Massachusetts was its nominee for Vice-President in the election of 1860.
- 22 Gleason, *Old Ships and Ship Building Days of Medford*, p. 55.
- 23 Verbal reminiscences of Samuel (V) of what was told to him and repeated by him to Samuel (VI). One version was that the British flag was used to cover the name on the stern—tactics which would seem should have aroused instant suspicion. No supporting evidence except that with the code signal flags of the *Don Quixote* and her American flag is preserved also a British flag.
- 24 Gleason, *Old Ships and Ship Building Days of Medford*, p. 76.
- 25 Lapham Family Bible. Medford (?) newspaper clippings—death notice, reporting death on May 24, 1886, and short article reporting funeral, pallbearers, etc., and giving summary of his life. Pallbearers were: J. O. Curtis, D. C. Hall, Jr., T. Foster and J. Coburn. The minister was Rev. C. L. Hutchins. Funeral was at his residence at Cross Street. Family lot in the cemetery is No. 285½.
- 26 Lapham Family Register (see Note 1), p. 21. Lapham Family Bible.
- 27 Recollection of Samuel (V) told to Samuel (VI).
- 28 *Hist. of the Medford High School* by Charles Cummings, p. 29. Boston, Press of Samuel Usher, 1892. Graduating Program of 1867, in possession of Samuel (VI). Diploma in possession of Samuel (VI).
- 29 Undated newspaper clipping of a notice of a called meeting of the Medford Boat Club, signed Samuel Lapham, Jr., Secy.

- 30 See Year Books of the City of Charleston, 1895-1907, and bound volumes of Proceedings of City Council for Administrations of Mayors Smythe (one term) and Rhett (two terms) of these years.
- 31 Society of Mayflower Descendants in the State of New York, Fifth Record Book 1922, p. 144. His Genl. Society number was 2920, his State number 914.
- 32 History of the New England Society of Charleston, S. C., 1819-1919 by Wm. Way, p. 276, 295, Univ. of Chicago Press, 1920. Certificate of Membership, 1879, in possession of Samuel Lapham (VI).
- 33 Soule, Sowle and Soulis History by Rev. G. R. Ridlon, Sr., Vol. II, p. 960-961, Journal Press, Lewiston, Maine, 1926. See also note 34.
- 34 Society of Mayflower Descendants in the State of N. Y. See Fifth Record Book, 1922, p. 144. Her general Society number was 260, her State number 198.
- 35 See Charleston newspapers of Dec. 26 and 27, 1929.
- 36 History of the College of Charleston, founded 1770, by J. H. Easterby, p. 199, 308, for Samuel (VI); p. 204, for Samuel (V) Scholarship. The Scribner Press, 1935.
- 37 See The Boston Transcript, Friday, June 16, 1916. Graduation Exercises Program, M.I.T., June 14, 1916, p. 24.
- 38 Certificate No. 77 of the South Carolina State Board of Architectural Examiners, dated July 8, 1920.
- 39 Thomas Family Records and Family Bible. History of South Carolina under Proprietary Government, 1670-1719, by Ed. McCrady, p. 340, 411, 489-494. Macmillan Co., N. Y., 1897.

OLD MYSTIC HALL PASSES.

Only memory remains of the noted old landmark known for nearly eighty-five years in West Medford square as Mystic Hall, but latterly as the Mystic Hall block, or Ober's—only memory, the files of the REGISTER, the *Medford Mercury* and Boston newspapers.

In early February of 1936, while snow was still whitening its ancient slate roof, the sledge of a building wrecker working on the inside attic boarding sent broken fragments of the roof covering down to the frozen earth on the Harvard Avenue side of the building. Shortly the point of a saw flashed in the early afternoon sun, a piece of board dropped and the head of a man appeared.

This was the scarcely noticed requiem for the "Lyceum" building conceived in 1850 by T. P. Smith as the community center for residents of a growing West Medford where he had anticipated a land boom. The project broke after the block had been erected, and Mr. Smith passed away. While the first timbers were being pinned and spiked together the tornado of 1851 swept the skeleton down but Mr. Smith, indomitable of purpose, soon had the work restored. Following the owner's death his widow, left in straitened circumstances, determined to earn a livelihood by establishing a seminary for young ladies.

Today the ground that a few local young women and the daughters of numbers of wealthy Southern planters trod is occupied by a modern service station for automobiles—a contraption little dreamed of almost a century ago. The granite wall behind the vanished structure is vanished, too, and in its place a wall of poured concrete marks the boundary line beneath the sentinel elm trees between the former Mystic Hall property and the land of St. Raphael's Church. A portion of the Mystic Hall parcel was sold by its owner, Arthur J. Ober of Providence, R. I., to an oil company, and the balance of the area was leased (1936) for three years to the West Medford Auto Company as a used car display space.

T. P. Smith owned all the land between the Boston and Maine Railroad tracks, High Street and the Mystic River, an area of hundreds of acres. He offered the first settlers free homesites. Removing from Roxbury, Mr. Smith bought the property from Gorham Brooks, laid out streets, parks and spacious estates. The Smith loss in the tornado of 1851 is set forth in the Rev. Charles Brooks' report of the disaster as having been three thousand, two hundred and sixty-three dollars. Many of the young elm trees with which Mr. Smith adorned his new streets were uprooted, but scores of the larger ones still stand as a monument to his foresight.

Into the northeasterly edge of this raw development of eighty-five years ago, in what was decades later to become West Medford square, Mr. Smith built the block which upon his death was destined to receive the name as the seat of the girls' school his widow established.

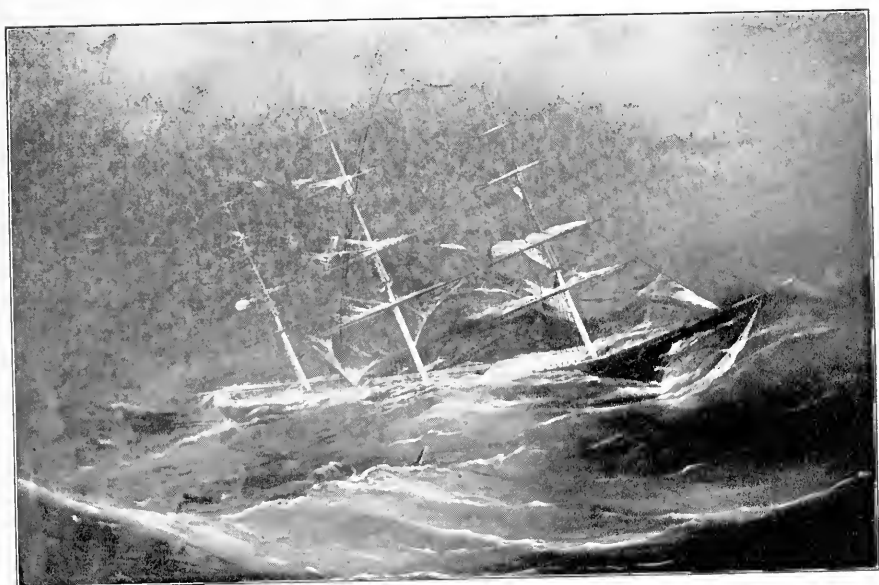
The "Lyceum" became Mystic Hall Seminary, and an instant success.

The large room upstairs was the assembly hall with three classrooms and a chemical laboratory. In this hall in later years were established all the original lodges and orders of the community, as well as the West Medford Baptist Church. The hall was polling place, political forum, dance hall, lecture room and the scene of many excellent minstrel shows.

Mrs. Smith's education fitted her well for her position. She was a polished lady as the phrase went in those bygone days. Advertising widely for pupils she had thirty-five girls in charge in 1856, a year after the school opened. The school was the first in the United States to own saddle horses.

The school closed with the approach of the Civil War. Inaugurated February 1, 1855, it ended its mission in West Medford, June 4, 1859.

The building was constructed by ship carpenters, a revealing job to the workmen of the builders' trade in these latter days. All the main timbers and beams were joined with the "lock splice"—saw-channels cut near the ends of the beams to be connected. These ends when put together appear as the clenched fingers of one's hands. The joints were tightened with oak wedges. The lumber was hemlock. One of the joints has been presented the Medford Historical Society by the writer who secured it for the purpose from Arthur J. Ober, Jr., at the time the old block was torn down in the spring of this year.



CLIPPER SHIP "SANCHO PANZA" OF BOSTON.
876 tons. Built at Medford in 1855 by Samuel Lapham.
From a painting showing her in a typhoon in January, 1861, in the China Sea.

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Mystic 6165

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60 High Street

Medford

THE PLACE WHERE DOLLARS GROW

Vol. XXXIX.]



[No. 4.]

HISTORICAL REGISTER



December, 1936

PUBLISHED BY THE
MEDFORD HISTORICAL SOCIETY
MEDFORD, MASSACHUSETTS

FRANK

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MEDFORD HISTORICAL REGISTER.

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For sale at the Society Rooms and by the Treasurer.

Committee on Publication.

Thomas M. Connell.

Mrs. Ruth D. Coolidge.

FORM OF BEQUEST.

I give and bequeath to the Medford Historical Society, in the city of Medford, Mass., the sum of _____ Dollars for the general use and purposes of said Society.

(Signed) _____

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The Medford Historical Register.

VOL. XXXIX.

DECEMBER, 1936.

No. 4.

A REVIEW OF MEDFORD IN 1936.

By RUTH DAME COOLIDGE.

HISTORY is always in the making; the present should be chronicled with as much care as the past,—more, perhaps, as the facts are more accessible. With this last REGISTER of 1936 we will try to summarize the past year while it is still in close perspective. The changes of city officials, of taxes, and of finance are published in the reports of the city. Still beyond and outside those formal reports lie a thousand small happenings of significance to the historian. So in this superficial epitome of this year, every attempt will be made to give, as it were, an airplane survey of the year 1936 up to the moment this magazine goes to press.

Perhaps indeed an airplane view is necessary if one is to keep pace in any respect with the growth of the city. The census returns indicate that Medford now numbers sixty-two thousand one hundred and seventy-two. In September the school population alone was about twelve thousand. The Medford High School, the original building of which in 1897 was considered extravagantly large, was trying this year to find room for two thousand five hundred and twenty-two pupils with seating room for two thousand three hundred.

CITY HALL.

In proper accord with this growth, Medford started, at last, this year with the building of a new city hall. The history of Medford's struggle for a suitable home of its own ever since the first and only town hall was

demolished is another story which must be written when the building is complete. Probably not a shovelful of earth would have been lifted had not the Federal government come to the assistance of the city by advancing \$188,000 under the Public Works Administration.

The construction of the building proceeded in the somewhat familiar manner of public buildings. Twice the workmen struck for more money. Labor troubles were finally adjusted, and the difficulties of foundation were overcome. On August 12th John J. Irwin, twelfth mayor of the city, opened the ceremonies accompanying the laying of the cornerstone, and into the cornerstone went one of the copies of the MEDFORD HISTORICAL REGISTER.

BRIDGE CONSTRUCTION.

Next in importance to the rise of city hall has been the construction on three of Medford's bridges. The early importance which Medford played in colonial history rose largely from her position beside the only bridge across the Mystic for the traffic between Boston and the north. For more than a century and a half the taverns and stores of Medford owed their prosperity to Cradock bridge. When the Wellington bridge, in 1787, replaced Penny ferry, Medford raised a storm of protest. All business would depart from the square; no tall ships could sail up the river. Yet Wellington bridge was built, a marvelous bridge for its day. President Washington rode over it in 1789 and commented on it in his journal. What he would have said to its descendant must be left to the imagination. The original was a low, rambling, wooden structure over nine hundred feet long and forty-nine feet wide. A disastrous fire about twenty years ago caused the erection of a temporary bridge similar to the original. The new structure is some three hundred feet shorter than the old bridge, the abutment having been extended out into the river that distance, but it is more than twice as wide. At

night it is lighted with new sodium lights of amber which will penetrate the heaviest fog. The draw span is a grating which collects no ice or snow. The opening of this bridge, on August 1st, created quite a different reaction from that of 1787. Medford square was only too relieved to allow the bulk of travel to the northern suburbs to be diverted from her crowded center. Actual count, taken by the police chief, Daniel W. Connors, in February, showed that more than a thousand motor trucks were passing down through Forest Street daily into the square, and more than two thousand eight hundred vehicles in twelve hours. In March a bus passed through the square every fifty-four seconds and in thirteen hours more than seven hundred and eleven buses had passed. Later, when the summer traffic opened, the long procession was even greater. With the opening of the Wellington bridge some relief was afforded, but the traffic problem still remains to be solved.

On August 1st, also, the General Samuel C. Lawrence Highway was opened at last to two-way traffic. The opening of this highway in 1935 to south bound traffic had helped somewhat to relieve congestion. Now the low, handsome bridge was free to swing cars north or south over the winding marshland road. Where for generations only the horses or oxen had ventured to gather the salt hay, where, in fact, they had done so as lately as last year, the high-powered automobiles sweep in triumph. Probably the end is in sight of the salt marshes of the Mystic with their green swaying grass and salty breath of ocean.

OLD WEIRS BRIDGE.

The third bridge under construction in Medford this year is that of the famous Weirs. Long will Massachusetts remember the disastrous floods of March, 1936, when the Merrimac and the other rivers of the state went on the rampage. At first the swollen Mystic

seemed to have done little damage. Households in the Lawrence estates near Meetinghouse brook and those in the Gravelly creek area had their cellars filled and highway and fire departments were working night and day pumping the cellars out. Manhole covers "danced a jig" in low areas and miles of dirt sidewalks were washed out. The havoc wrought to the north of us made these incidents seem light. The northern cities were cut off and the volume of traffic through Medford square dropped as if by magic. On March 21st the rare call of 777 on the fire system called out the Lawrence Light Guard, and Company E rushed to the flood area of Lawrence for seven days of duty. Meanwhile the Medford Red Cross swung into action under its energetic chairman, Henry P. Van De Bogert, and doubled its already doubled quota, sending over four thousand dollars to the stricken area, together with great collections of clothing.

On March 21st Weirs bridge was found to have been so seriously undermined by the flood that it had to be closed. The granite abutment had been loosened and the fill washed out. A traffic jam followed the closing of this bridge. Freight trains delayed in the flooded areas started to Boston and other freights laden with medicine and relief supplies started toward Lowell so that day and night the West Medford crossing echoed every few moments to the sound of heavy trains. Between the constant trains and the rerouting of all traffic toward Arlington over Harvard Avenue there was a real traffic problem from March 23rd and after in West Medford. Not until weeks later did actual work start in rebuilding this important link with our neighbors.

Originally the weirs, or fish traps, had been so essential to the Indians that the Squa Sachem in selling land to Winthrop and others had retained the right to the Indians of fishing at the weirs. High Street itself was probably little more than the Indian trail from the ford over the Mystic to the weirs. An excellent account of

this bridge is given by John Hooper in the REGISTER, Vol. II, No. 1. A light foot bridge may have been built about 1699 but the order for building the first good bridge was in 1747. It was rebuilt several times, the last time in 1901. Much romance has attached to it as the site of the old Tinkham Brothers' Tide Mill, preserved to posterity in J. T. Trowbridge's excellent story of that name.

From the last of March, foot traffic only was allowed over Weirs bridge though "Paul Revere" was allowed to make his annual historic ride across the shuddering timbers. Today (as Frank W. Lovering has written in an excellent news account) the undershot wheel echoes in the staccato exhaust of engines on two immense gasoline cranes, the thud of compressed air drills and the hissing exhaust of acetylene torches. Two hundred feet down stream, at a point very near to where the dam once stood, a temporary foot bridge is thrown across the river. At the scene of the bridge the river and street are to be greatly widened.

STREET AND BUILDING DEVELOPMENT.

The streets of Medford have grown with the new houses. Winthrop Street from its junction with Winthrop square to the Mystic Valley Parkway has been widened and completed for four-way traffic. A new traffic circle at Winthrop square was marked out on October 20th.

For the ten-month period from January to October, forty-eight new houses were erected as against twenty-one for the full year of 1935. Schoolhouse Road, most appropriately named for the first schoolhouse that once stood at its corner, has a development of small houses by G. F. Friel. The removal of the hospitable red home that for so many years was synonymous with the name of Mrs. Norwood Hallowell has given way to so many small houses that they seem to appear weekly as if drawn from Aladdin's lamp. This development is by

C. R. Baxter. Powder House Extension, under the tutelage of Wolsey and Lehane, forms the third development. The total new valuation has risen \$794,108, but this includes city hall, valued at \$450,000.

The most important building, city hall excepted, built in 1936 is the new Baptist Church on Oakland Street, to replace the wooden building burned in 1935. It is brick colonial in style, in excellent taste, a monument to the courage of its parishioners. The basement was opened for worship in October. A finely planned addition is in construction for St. Raphael's Church in West Medford, a long transept arm stretching out behind the Madonna of the Roses. The First Parish parsonage has been repainted and put in order for the new minister, Rev. Robert Dale Richardson. A curious chance has made the pastorates in the First Church of long duration from Parson Osgood, who served his parish from 1774 to 1822, and whose diary is still in the Public Library. The Rev. Louis C. Dethlefs, who resigned March 4th, had been pastor for twenty-two years.

NORTH METROPOLITAN SEWER.

Another enterprise has been the construction of the new North Metropolitan sewer from Woburn and Winchester to Medford. This sewer has been a difficult problem and has made the summer hideous not only for traffic but for all homes within range of its terrible machines. Begun in January, it will not be completed until some time in 1937. Its excavation has revealed some of the underlying secrets of Medford. At the corner of Main Street and Mystic Valley Parkway was brought to light an oak log, five feet long, eighteen inches in diameter, with a hole the whole length. One end contained a fitted plug and two five inch holes were bored from side to center. This was pronounced to be an old well point, through which the water was sucked up to a point above. It was probably used when the

Blanchard Tavern stood on this site and reminds us that only since 1870 has Medford had running water. At the foot of Rock Hill the sewer dug its way through piles of peat and clay. At Prescott Street it was necessary to tunnel deeply in order not to kill the double row of fine elms on that street.

This sewer, as well as city hall, was made possible this year in Medford through the Public Works Administration.

FEDERAL PROJECTS.

Hand in hand with the PWA in Medford has walked the WPA, the Works Progress Administration. An inversion of letters has created a new arm of the service, though both have as their object the creation of work for the unemployed.

Another story should recite the works done under the grants assigned to Medford by this branch of the Federal Reconstruction work, a story by some statistician or politician. Under the egis of the WPA the city stables, once the pride of the city, have yielded place to a municipal garage of modern design. The police, too, have a new garage. Two cabins are slowly building on city land behind the City Infirmary as recreation projects for the boys and girls of the city. Granolithic sidewalks have graced many streets; culverts have swung in around brooks and streams; new water mains have been installed; a wading and swimming pool is under way at Tufts Park. Work has been done in the preservation, planting and spraying of trees, in insect pest control, in sewing, swimming and life-saving classes at Wright's Pond, in weekly concerts and highway beautification. A project has been proposed for rebuilding the wall which for six years has poured down its crumbling diabase on Governors Avenue. When one reads the statements of work projects under the WPA one feels as if Medford should be a new Jerusalem with golden streets.

OLD BUILDINGS.

The building commissioner, Mr. George H. Dunn, has pursued an active policy in removing old buildings which have become a fire hazard. Twenty-three old buildings were razed in 1936.

An old landmark was removed when Ober's general store was demolished January 21st. [See September REGISTER.]

This building was well at the end of its usefulness to the community but an aroused public opinion in Medford is alert against any attempts to infringe upon the zoning system which protects our residential city. At Roosevelt Circle one attack was repelled, in the Royall House neighborhood another, while the Oak Grove Neighborhood Improvement Association sprang into being to protect a third.

ANNIVERSARIES AND DEDICATIONS.

September 13th the Lawrence Light Guard dedicated a memorial to its members who left Medford in 1917 to see service in the World War. Set into the south wall of Memorial hall in the Lawrence Light Guard Armory is a fine bronze plaque, showing the names of the members of Company E, 5th Regiment, M.V.M., who left Medford for Framingham. There are gold stars against the names of those who made the final sacrifice, and there is a list of engagements in which the regiment took part. It was designed and executed by Emilius R. Ciampa.

As the years roll on in Medford's history, they bring with almost every one some anniversary of importance. This year the Medford Co-operative Bank, the thirty-ninth such bank in the state, celebrated its fiftieth anniversary with the publication of its history and a more material banquet given by its directors at the New Ocean House on July 7th. Opened originally July 7, 1886, the bank grew steadily under careful management, changing and enlarging its quarters from time to

time. In 1926 the property of the old Grand Army Hall was purchased, as the post had surrendered for the first and last occasion, to the enemy Time. Today the fine brick colonial structure, reminiscent of the Cradock and Garrison houses, stands diagonally across from the three Hall houses, in harmony with their antique frames, sound in its integrity without and within. The same year sees the tenth anniversary of the First National Bank in Medford, marked with a banquet November 17th. Ten years may be an infancy in comparison with Medford's span of three hundred years and more, but these ten years have included the national "bank holiday" of 1933 and the nearer storm that followed upon the failure of the Medford Trust Company. To weather these years without the shadow of a "run" is a triumph in itself. The Medford Trust Company, the failure of which rocked Medford on October 7, 1931, made payment in liquidation to its depositors on December 10th. With the previous payment of ten per cent added to that of this December, the commercial depositors have received twenty-five per cent of their accounts. Depositors of the savings department have received seventy-two per cent. During these same ten eventful years the building of the Medford Trust Company has been taken over by the First National Bank in Medford. The former home of the young bank has remained vacant since the change,—a vivid comment on the history of the depression in Medford.

THE WORLD OF SPORTS.

In the line of business, Medford held to her old traditions by launching at high tide on August 7th the double cabin cruiser *Toheroa*. The cost was \$81,000 and it was to be used by its owner, Orland H. Green, for sport fishing in Bermuda. This is the first of several large yachts, twin screw models, with interior finish of mahogany, to be built on the Mystic during the winter by the Baltzer Boat Company. They are designed not

for clipper service to California, but they will sail down the Mystic, as so many ships of yore, for cruising in southern waters.

In the world of sports, apart from professional or school athletics, Medford still holds her lure for the younger generation. May parties still hold their rendezvous under the shelter of Tufts Reservoir and kings and queens of the May still hold their court. Often sweaters and coats hide the gay regal garments in the cold May air while the courtiers eat their luncheons on blankets. Swimming and canoe races are held on the lakes in summer and the various beaches are thronged with summer sport lovers. On the river off Foster's Court a crowd of young people disport themselves where once the hulls of ships took form.

Of late, Medford has become a center for winter sports. From Christmas past New Year's the Mystic Lakes were covered with a glass of black ice, such as comes once in a generation. In February there was a skating carnival on Wright's Pond while iceboats raced on upper Mystic off and on throughout the winter. The blizzards that succeeded the black ice gave a month of wonderful skiing. The Fells area, Pine Hill, Tufts College, Molasses Rock region of the Fellsway West, Lawrence observatory, and the Brooks estate were all populated with lithe, young figures shooting down the long slopes. Sleds and toboggans had their devotees. The sports of other days when boys went swimming by the Rock or skated up the Canal to Lowell have found ample substitutes in the winter and summer sports of today within the precincts of the city.

SPIRIT OF THE TIMES.

Perhaps above all material changes are those in which Medford registers the spirit of the times. On April 17th were sold the last of the city's horses and Medford has the eminence of being the first city to become completely motorized. Formerly there were thirty horses in the city stables, horses so carefully selected and cared for

that they were the envy of the state. So well treated were these horses that when Medford was forced on special occasions to hire extra horses she had first preference. There were seventeen horses in the fire department; the water, cemetery and police also had their horses, sixty or eighty in all.

By the month of February the police radio system had completed its first year. Medford has five cruising cars with receiving and transmitting sets, able to answer a call within an average time of two minutes. These cars had reported alone two hundred and thirty-seven fires. Another form of radio in Medford was the permit for a new transmitting station of WEEL with two tall steel towers about three hundred fifty feet high on marshland in the Wellington district. Work was started on this October 13th.

What would the older generation have thought of the weather airplane which for years has been hovering over this city just before day to make its observation for weather intelligence? Medford citizens have been inclined to remonstrate, together with Winchester and Melrose, at the roar of the motors of these hardy pilots who rouse them from their soft sleep at daybreak. Or what would have been their reaction to gardens softly illuminated by electric light in summer or with every bare branch flaunting its colored lights in winter?

POLITICAL STATUS.

In the presidential election of 1936 a vote was cast of over ninety per cent of the voting list, twenty-seven thousand, nine hundred and fifty-eight votes in all. This presidential year saw two thousand five hundred and twenty-nine new voters enrolled between primaries and election day. Medford gave President Roosevelt a large majority but, in view of the Democratic landslide that swept the country, showed surprising Republican strength by electing three Republican representatives to the legislature and giving its majority to almost all the Republican candidates on the state ticket. The

vigorous fight which was waged by the Medford No License League, newly created the past year, resulted in the citizens going on record as voting against the taverns. Previous to 1934 Medford had always been a no license city of homes. This election was a step in return toward that earlier ideal of a clean city. The vote on the sale of wines and malt liquor was very close. Only twenty-five votes gave the majority to license—a recount was therefore demanded, which resulted in a reversal of the first count. The drys won by two hundred and ninety-one votes, leaving Medford wet only in package stores, of which there are thirteen. Many places where liquor was dispensed which have sprung up in the last two years will be forced to change their business or their location.

For Tufts College, the year has not spelled change except in the care of its beautiful grounds and the appointment of new professors and new departments. In the protest against the teacher's oath as required by the law, Professors Alfred C. Lane and Earl N. M. Winslow resigned rather than accept what they believed to be an attack on the sacred liberty of the teacher. Dr. Brayton F. Wilson has succeeded to the department of Economics.

Progress in a city after all cannot be measured alone by traffic or by house building. Medford's advance must also be registered in education and in the things of the spirit.

GEORGE EDWARD DAVENPORT.

INTRODUCTION.

In the publication of the Middlesex Fells number of the *HISTORICAL REGISTER* [December, 1935] every attempt was made to include the names of all who were especially responsible for the preservation of that great tract of woodland. Unfortunately, a serious omission was made when the author failed to include in the roster of gracious names that of George E. Davenport.

To Elizur Wright belongs the epithet of Father of the Fells, but to Mr. Davenport might well be given that of Foster Father. A host of volunteers followed in the wake of these two men, volunteers who organized clubs and entertainments to raise money for the preservation of the Fells. Enthusiasm mounted on a popular wave. The battle was won.

It may be added that Mr. Davenport's splendid collection of slides of different species of ferns is today in the possession of the Medford Historical

Society. In a day when specimens were picked and pressed, Mr. Davenport was a forerunner in photographing plants in their native environment. Probably some of the species then frequent in the Fells have disappeared before the inroads of pleasure seekers; ferns are notoriously shy of crowds; but the work that George Davenport did is recorded in the annals of science.

His hobby was that of ferns; his passion that of the nature lover. He has left the world his technical work on ferns and flora. For other men with a hobby, he has helped to leave as a legacy the Middlesex Fells, where they may specialize in photography, botany, ornithology, or perhaps the out-door sports.

Mr. Davenport's grandson, in this article, supplies the information that was omitted, and we take pride in printing an authoritative biography of this lover of the Middlesex Fells.

RUTH DAME COOLIDGE.

Records of the past, hitherto unobtainable, have recently been submitted to me for inspection. Recognizing the virtue of historical accuracy and the cardinal principle of giving honor to whom honor is due, I take pleasure in devoting this supplementary chapter to the record of George Edward Davenport of Medford, distinguished botanist and authority on the ferns of North America.

He was born in Boston on August 3, 1833, and became a resident of Medford in 1875. A friend of Wendell Phillips and William Lloyd Garrison, he helped them by writing anti-slavery articles and poems in the *Waverly Magazine* which attracted much attention.

He was one of the founders of the Middlesex Field Club, which later developed into the Middlesex Institute. In 1872, he joined the Massachusetts Horticultural Society and three years later presented it with his collection of ferns, known as the Davenport Herbarium. In acknowledgment of this gift, he was voted the Appleton gold medal and a life membership in the society.

He was a contemporary and friend of Asa Gray of Harvard, Daniel C. Eaton of Yale and Lucien M. Underwood, professor of botany at Columbia University. He was one of the founders of the New England Botanical Club, the Fells Association, the Mystic Camera Club and the Medford Historical Society. In 1898 he was made a fellow of the American Academy of Arts and Sciences.

With the death of Elizur Wright on November 21, 1885, the gradual dissolution of the Fells Association followed and the movement for the preservation of the Fells relapsed once more into an almost hopeless condition of abandonment. There remained but two members of the association qualified to carry on this great labor of love, Sylvester Baxter and George E. Davenport. Unfortunately, Mr. Baxter could not take the time away from his editorial writings. Mr. Davenport was confined rather closely to his business, and his evenings were spent in classifying new and rare specimens of flora for Harvard and Yale Universities and the Smithsonian Institution at Washington. However, he deplored the fact that no one was carrying on the work started by his friend Elizur Wright so, in 1888, he started out to obtain material for an illustrated lecture on the Fells. In the latter part of 1889 this task was completed.

The lecture was prepared for the express purpose of aiding the movement for the preservation of the Fells; illustrated with one hundred stereopticon views, and delivered before the Mystic Camera Club in Medford Town Hall; before the Appalachian Club in Boston, in Stoneham, Winchester, Melrose; before the Melrose Highland Club and in Boston before the St. Botolph Club.

In this lecture, the first picture shown on the screen was a portrait of Elizur Wright, of whom Mr. Davenport said in part—"One day he called to invite me to attend a meeting of some friends of the 'Fells' movement, and when next I heard from him he had gone to 'Join the innumerable caravan that moves to the pale realms of shade,' and struck his 'White tent for the morning march upward and onward to the eternal hills'."

The second picture presented was a portrait of Sylvester Baxter. Much to Mr. Davenport's regret he was unable to obtain photos of Wilson Flagg or John Owen. It was these four men he had in mind when he expressed the thought in his lecture, "That when the project was

finally consummated, it would be a most fitting thing to commemorate in some way the pioneer workers and perpetuate their memories by the dedication of suitable portions to bear their names." Continuing, he said, "All honor to them. Theirs is no uncertain immortality. They live in the woodland scenes they loved so well. Their spirits haunt the hills, the forests and the streams. Every leaf and rock and flower voices their praise. Eolian airs breathe for them loving benedictions, and just so long as the human soul responds to the influences of woodland scenery, so long will their names be wreathed with memory's immortelles."

This lecture aroused greater public interest than any plan ever adopted to aid the Fells movement. When the nature lovers, who up to this time had remained apathetic, found it possible to take an excursion through the Fells (in the days when it was a corner of God's garden and Mother Nature was the sole arbiter of its development) by the way of an illustrated lecture directed by one whose soul was in all truth an integral part of these lovely woodlands, it convinced them of the importance of securing these sylvan treasures while there was still time.

Roger Wolcott, the Governor of the Commonwealth, attended the lecture at the St. Botolph Club. He was so deeply impressed by what he heard and saw that he remained in his seat until the audience had departed. He congratulated Mr. Davenport on his "beautiful lecture," and promised to do everything in his power for the success of the undertaking.

The following year, 1894, Elizur Wright's dream became a reality—nine years after he had passed away.

On November 30, 1907, the *Boston Globe* carried a full column on the front page with a picture of Mr. Davenport, captioned, "Died in his loved woods—George E. Davenport of Medford expires while walking in the Fells with his grandchildren." The *Transcript* gave him a column and a half. The *Herald* and *Post* devoted

much space to that news. The local papers carried several columns and nearly every paper in Greater Boston showed his picture. Every editorial writer commented. The opinion was unanimously expressed that Mr. Davenport was the leading spirit in the Fells movement after Elizur Wright passed away.

Editorial in the *Boston Globe*:—"Humanity and the cause of science both lost a warm friend in the death of George Edward Davenport of Medford. He made little noise in the world but his ardent love of nature and of his fellowman rendered him a most efficient worker in the great and beneficent project of preserving the Middlesex Fells for the public."

Sylvester Baxter said in an editorial, "The people of Greater Boston owe a debt of gratitude to George Edward Davenport of Medford that they can never repay, for his efforts in bringing about the preservation of the Middlesex Fells."

In 1925 the City of Medford erected a fine elementary schoolhouse. To their everlasting credit they named it the "George Edward Davenport School," in recognition of his faithful services rendered during the eighteen years he was a member of the Medford School Board. It is located close to the heart of the Middlesex Fells. This would have pleased him much, and the idea of the little children being in attendance would have pleased him more, for he possessed a great love for little children that was understood by them. The proof of this is established by the fact that, when he passed from life on earth, hundreds of little children from the various schools flocked to his house bearing bouquets of flowers in their tiny hands and sorrow in their hearts for the loss of their kind friend. His beloved granddaughter, Viola Davenport, the wife of Ex-Governor Alvan T. Fuller, presented to the school a bronze bust by a celebrated sculptor in memory of one for whom she entertained a warm and abiding affection.

—ARTHUR I. DAVENPORT.

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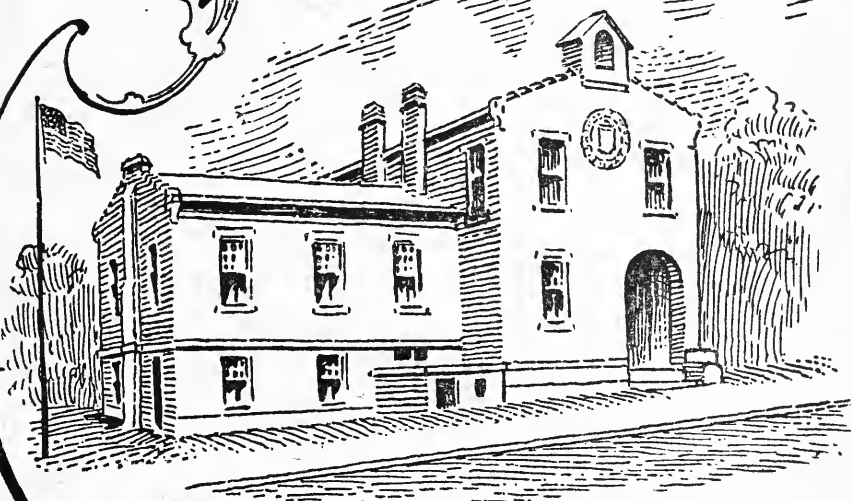
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Committee on Publication.

Thomas M. Connell.

Mrs. Ruth D. Coolidge.

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WRIGHT MEMORIAL.

Sketch of Proposed Tower to Be Erected in Middlesex Fells.

The Medford Historical Register.

VOL. XL.

MARCH, 1937.

No. 1.

ELIZUR WRIGHT.

By T. M. CONNELL.

IN ADDRESSING a group of students at the Medford High School who were of high scholastic standing, we asked who in their opinion they considered the most outstanding man in the history of Medford, to the best of their knowledge and belief.

After some hesitancy, one of the boys said, "Governor John Brooks," and the second said, "William Cushing Wait." We told them that while we recognized the fact that Governor Brooks was a noted figure in Colonial history and had been of great assistance to General Washington, as well as a noted physician and Governor of Massachusetts for seven years, as they must know, we could hardly agree in our own mind that he was the greatest figure in Medford's history, and while we also greatly admired the late Judge Wait who, strangely enough, married the granddaughter of the man whom we felt had made the greatest contribution to the welfare of innumerable persons, we felt that he was not as widely known as that unforgettable figure, Elizur Wright, "the father of life insurance."

The story of Elizur Wright, to our mind, is one of the most fascinating ever penned, and it has only been made public recently, when his biography, written by his nephew, Philip Green Wright, and Elizabeth Q. Wright, the latter's wife, was published in 1937. Perhaps it may not be said that Elizur Wright was a "native son" of Medford, but it may be said that he was a New Englander, of Connecticut birth.

To many persons Elizur Wright is better known for the part that he played in conserving Middlesex Fells for

future generations. Through his generosity he gave his Pine Hill estate to the Metropolitan District, making this unparalleled forest park a realization which, it is hoped, will endure throughout generations to come. We might say that while as a lad we tramped through what is now the Fells, which includes what was part of the Lawrence Estate, and knew of the work which had been done by Mr. Wright, George E. Davenport and others, we knew little about Mr. Wright himself, except the knowledge of his family.

Several years ago, in reading a metropolitan newspaper, we came across a very small item, in which it said that a group of representatives of several insurance companies, meeting in convention, had voted to found a chair at Yale University in honor of Elizur Wright of Boston. Thinking back, we recognized that there could be but one Elizur Wright, and that was *the* Elizur Wright who was responsible to a great degree for the preservation of the Fells. Our interest was aroused so much that we wrote to Chicago to the "American Conservationist" and received in response to our inquiry several numbers of that publication, containing the history of Elizur Wright, whom they designated as "the Father of Life Insurance."

That this great body of men, whose business is life insurance, recognized that this austere New Englander was a great man is shown by the fact that it was proposed to erect a memorial for a comparatively unknown man. Many persons, hearing the name of Elizur Wright for the first time, asked, "Who was Elizur Wright?" The present generation of Medford residents knows little of Elizur Wright, as evidenced by the lack of knowledge of him in the response to the question we asked of the High School students.

Governor Brooks, who is a hero to many Medford people and on whose modest monument in the old Salem Street Cemetery a wreath is laid on Patriots' Day, was undoubtedly a great man. But compare his modest monu-

ment with that memorial which will be established for this other Medford resident!

The proposal to found this memorial created great discussion in the press, not only in the United States, but in Canada and Great Britain, and again it was asked: "Who was Elizur Wright?"

From the opening paragraphs of the article in the "American Conservationist," written by William Clendenin, we quote: "Let us say at the outset that whether judged from the financial or humanitarian point of view the story of Elizur Wright is one of the most inspiring in the pages of history. The good he did will never die. He was the father and founder of life insurance as we know it today; he was the author of the non-forfeiture law and beyond question the architect of the legal reserve, which is the backbone of old line life insurance and the infallible standard of its stability and impregnability.

"Life insurance would have collapsed generations ago of its own weight and the false system of its own structure had not this old hero forced upon the statute books the principles compelling those accumulations which meet with mathematical certainty and exactness the obligations of your policy and mine at any and every minute in the life of the contract."

While this is not a brief for the life insurance business, it may be said as we look about us that many of the homes, buildings and public utilities are made possible by the money invested by the life insurance companies. Again we quote:

"An army of opposition, entrenched in the plenitude of power and affluence upon one side, and the solitary figure of one grand old man upon the other.

"Mistaken self-interest, the most remorseless avarice and the most pernicious and ruthless injustice — backed by millions of capital arrayed in a struggle to the death against the dauntless courage and common sense of one individual fighting single-handed for the rights of the policy holders and lobbying without pay year in and

year out for 'the ridiculous and despised cause of the widows.'

"We may glory in our popular heroes of war and politics, science and art, standing at Armageddon and battling for the Lord, but here was the most amazing and salutary power for good in the history of mankind — the entire institution, structure and fabric of life insurance, a financial potentiality greater than government and banks combined, the sole dependence of uncounted millions living and yet unborn, an institution sinking to oblivion and disgraceful failure, and the responsibility of its salvage upon the shoulders of just one man — Elizur Wright.

"Such was the stage setting and the dramatic dénouement of the dark days of 1845-65 — the most fascinating and thrilling play ever written into the records of time — and he won his fight."

But you say: "What did he do?"

A few brief sentences will cover his achievement as it is recorded to this day.

"Imagine a scene in the corridors of the old State House of Boston on the last night of the legislative session of 1858, a hostile body sullenly and reluctantly passing 'that everlasting Wright bill' for non-forfeiture and the legal reserve; its arrival in the Executive Chamber of the Governor, who had slight respect for the measure and its author, as old Elizur Wright stood with arms folded, and barred the door until the signature of His Excellency was affixed to the 'preposterous document.'

"In that haphazard fashion Elizur Wright saved life insurance and snatched it like a brand from the burning. Then, gripping close his precious bill, which was now a law, he raised his hands and said, 'My work is done, and life insurance is safe for the women and children of the United States of America.'

"That is what Elizur Wright was. And that is what Elizur Wright did. Did without pay and without support; did it without expectation or thought of reward or

honor or emolument of any kind, and received none, even unto this day, save and except his crown of thorns, for in all this nation of ours — greatest and richest upon God's earth — there is not so much as stick or stone in memorial of his great deed."

And here it may be said that at the present time there is not a stick or a stone in memorial to his great achievement in preserving Middlesex Fells for the benefit of nature lovers.

Mr. Clendenin's article or articles in the "American Conservationist" magazine make fascinating reading to one who appreciates the achievements of others. Lack of space forbids us to chronicle all Mr. Clendenin has written, but much of it should be quoted if we are to impress upon our readers the worth of this great man. Perhaps, as it was said of George Washington, "first in war, first in peace," and last great man on the Continent to have a monument.

In his campaign to right the wrongs of life insurance as it was in those early days, Mr. Wright wrote and published several books which stirred the life insurance interests of the world. Perhaps, now that his life has been recorded by members of his family, it would be presumptuous for us to attempt his personal history. His is a story comparable to that of Lincoln. While Lincoln freed the slaves from bondage, so did Elizur Wright break the bonds which fettered life insurance, and his accomplishment redounded to the benefit of mankind.

For those who may not have an opportunity to read the story written by Philip Green Wright and Elizabeth Q. Wright, we give the short biographical sketch of Elizur Wright published in the records of the class of 1826 of Yale University: "son of Elizur (Y. C. 1781) and Clarissa (Richards) Wright, was born in South Canaan, Conn., February 12, 1804. In 1810, his father removed with his family to Ohio, via Easton, Bedford and Pittsburgh, Pa., with wagons drawn by teams of cattle and horses, occupying thirty-nine days in performing the journey.

He settled in Talmadge, O., where they found a church already organized in the wilderness, of which the Rev. David Bacon was the pastor, and where young Wright attended school for two or three years in a log cabin, with the Rev. Leonard Bacon, D.D., later of New Haven, Conn., as teacher. His preparatory studies were pursued in the Academy at Talmadge, under the instruction of his father, who was for several years principal of that institution. In 1829 he was elected to the professorship of mathematics and natural philosophy in Western Reserve College, which position he held until some time in the year 1833."

No mention of the fact that he walked from north-western Ohio to New Haven to take up his studies at Yale. No reference to the hard study and harder work to earn his way through the college course, waiting on commons and ringing the college bells, and making ends meet by every sacrifice and self-denial he could contrive.

During the early period of his life, Elizur Wright made and published the most scholarly and handsomely illustrated translation of La Fontaine's Fables in the English language.

During the period of his active life in Boston he enjoyed the friendship of nearly every prominent man in New England — Henry Wadsworth Longfellow, Charles Sumner, John Greenleaf Whittier, Ralph Waldo Emerson, and many others.

He was appointed one of the insurance commissioners of Massachusetts in 1858, which office he held until April, 1866.

One of Mr. Wright's great contributions to science was the Revolving Arithmeter, the forerunner of the adding machine, with the help of which he made in one year two hundred and fifty thousand life insurance calculations, more than many men could do in an entire lifetime. The original of this machine may be seen at the home office of the New England Mutual Life Insurance Company in Boston.

The impression made upon Elizur Wright by the parks of London and vicinity, as he saw them when in England in 1844, remained with him all his later life.

The idea of reserving great open spaces in the neighborhood of his home city of Boston was never entirely absent from his mind, despite his other and more pressing activities, according to his biographers.

In 1864 he purchased his Pine Hill estate, where he lived during the summer months. Not until 1870 did he come to live all the year in Medford.

Tramping through the woodlands extending for miles back of his Forest Street home, he became more and more impressed with the possibilities of the region for a great forest park.

He bought additional tracts of land, as the idea grew in his mind, to save the woods from the depredations of the axe.

In 1869 he published a pamphlet, entitled "Mt. Andrew Park," as the name suggests, in honor of John A. Andrew, the great governor of Massachusetts during the Civil War, in which he recommended that the Fells region, then known as "The Five-mile Wood," be converted into a park.

The plan, presented in a bill to the Legislature, failed of passage.

In a "Chronological Account of the Middlesex Fells Movement," published in the *Boston Evening Transcript*, November 13, 1880, mention is made of an article by Wilson Flagg, in which he alluded to the wild region from Stoneham to Salem as a good site for a forest preserve. In 1872 Mr. Flagg, in another booklet which he published, recommended that "The Five-mile Wood" be selected as a site for a "Forest Conservatory."

In 1876 an unsuccessful attempt was made by Mr. Flagg and others, before the General Court, to secure legislation favoring the project.

In 1879-80 an article by Sylvester Baxter of Malden was published in the *Boston Herald*, and three open

letters from Mr. Flagg to Col. Thomas Wentworth Higginson, whom many remember as the founder of the Boston Symphony Orchestra.

The Middlesex Fells Association was organized early in 1880, with Mr. Wright as president.

Under the auspices of the Association a mass meeting was held in the old Town Hall in Medford January 26, 1881, with Gov. John D. Long, Prof. B. G. Northrop of Connecticut, Colonel Higginson, Hon. Elisha S. Converse, John Owen and Elizur Wright as speakers.

As a result of the work of the Association, the "Public Domain Act," Chapter 255, Acts of 1882, was passed by the Legislature, authorizing towns and cities to provide for the preservation and reproduction of forests.

To encourage favorable action by five municipalities, a subscription was started and a board of trustees formed to receive and hold "conditional obligations," to be collected and paid to the municipalities when by their concurrent votes the title of the real estate should vest in the Commonwealth.

Although no canvass was made, about \$15,000 was subscribed.

The passage of the new forest law was celebrated June 17, 1882, on Bear Hill, by a meeting of the Fells Association, the Essex and Middlesex Institutes, and other friends of the project.

The Medford Public Domain Club was organized December 17, 1894, and Mr. Wright and Rev. Edward Everett Hale addressed the meeting. Many other meetings were held in public halls, with slides showing scenes in the Fells. The late George E. Davenport, a member of the Medford Historical Society, was one of the lecturers, and his slides are now treasured by the Society. Gatherings were also held at various points in the Fells.

On November 21, 1885, Mr. Wright passed away suddenly at his residence on Forest Street, in Medford, but the plan was carried on by loyal friends.

In a pamphlet, written by the late Rosewell B. Lawrence, to whom the Historical Society is deeply indebted for his aid, and from which pamphlet much of this material is taken, it is said:

"He (Elizur Wright) was the originator and chief supporter of the Middlesex Fells project, and his life was probably sacrificed by overwork in endeavoring to arouse public interest in its behalf."

In a report made by Sylvester Baxter on the Metropolitan Park System, of which he was at one time secretary, he wrote:

"... The Middlesex Fells Association was organized under the inspiration and leadership of Elizur Wright." He further reports that "Mr. Wright donated sixty acres of land north of his house to the project."

In Mr. Lawrence's pamphlet he says, "Walter C. Wright has generously offered thirty acres on the west side of Pine Hill, and Miss Ellen M. Wright twelve acres on the east side, provided some responsible board is established to hold it for public park purposes and to present an object lesson in forestry."

Elizur Wright's "Appeals for the Middlesex Fells and the Forests," a book of one hundred and fifty-six pages, was published by the Medford Public Domain Club in 1893, and republished by Miss Ellen Wright in 1904.

MEMORIAL FUND.

At a meeting of the Medford Historical Society, held March 15, 1937, in its headquarters on Governors Avenue, the members were addressed by William E. Whittaker, secretary of the Metropolitan District Commission, relative to the existing fund in possession of the Commissioners, for a memorial to Elizur Wright.

Mr. Whittaker stated it was the wish of the Commission that suggestions be made by the Historical Society as to what form the memorial should take.

He presented a sketch of a tentative plan, drawn by Arthur A. Shurcliff, landscape consultant for the Metro-

politan District Commission, which is reproduced in this issue of the HISTORICAL REGISTER.

A committee of five was appointed by the Society to act upon the matter and confer with the Commissioners. The committee includes Ex-Mayor Richard B. Coolidge of the Board of Directors; Miss Mary H. Davis, Librarian of the Medford Public Library; Mrs. Ruth Dame Coolidge, President of the Society and a daughter of the late Lorin L. Dame, who was a member of the Fells Association; Herbert M. Marvel, Treasurer, and Thomas M. Connell, Corresponding Secretary.

Mr. Whittaker stated that the fund in possession of the District Commission had accumulated since 1906 to approximately \$3,500.00, from the following sources: donation from Miss Ellen M. Wright, on April 10, 1906, \$889.00; interest money on delay of settlement for land purchased by the Metropolitan District Commission for the Fells Reservation; \$356.65, made available October 9, 1918, when the Middlesex Fells Association passed out of existence, and the balance accumulated interest.

Thus, from the purchase of four acres of land by Elizur Wright, for a summer home in Medford, in 1864, and as a result of his glorious vision, has come that unsurpassed forest preserve, the Middlesex Fells, and like reservations around Greater Boston which he also visualized.

To those who through their support of Elizur Wright, both in sacrifice of time and funds, have made possible the realization of his dream, due credit will undoubtedly be given when the memorial is erected in the Fells.

Whatever opinions are expressed in this article as to the greatness of Elizur Wright are entirely our own, and not intended in any way to take credit from other historic figures who have lived in Medford.

As an example of "Rugged Individualism," Elizur Wright is an outstanding world figure, such as may not be seen for many generations in this Commonwealth.

The proposed memorial tower is similar to one erected on Chickatawbut Hill in the Blue Hills Reservation,

which is of fieldstone, built under a P. W. A. project, supervised by the Metropolitan District Commission. It has been suggested that the tower in the Fells might also be built of material found in the Fells.

The sketch shown is only a tentative suggestion and may be changed after a conference is held between the committee appointed by the Historical Society and the Metropolitan District Commissioners, dependent upon the amount of funds which may be made available in addition to the amount now on hand.

RECAPITULATION

In 1826, graduated from Yale and became principal of Lawrence Academy in Groton; 1829, married Miss Susan Clark, one of his pupils; 1829-33, professor of mathematics and natural philosophy, Western Reserve College, Hudson, O. (now at Cleveland); 1833, moved to New York; secretary Anti-Slavery Society; removed in 1839 to Dorchester; 1841, translated and published *La Fontaine's Fables*; 1842, became interested in life insurance; went to London to study the methods of British companies; 1845, returned to Boston and entered into contract with the New England Mutual Life Insurance Company; 1853, with the aid of nine of his children he completed ten hand-written books on net values and reserves; 1854, secured introduction of insurance bill in Massachusetts Legislature making net valuation obligatory (voted out); 1854-58, lobbied in the interest of his bill; 1858, amended law (Chapter 177) passed and signed by Governor Banks; later in year was made insurance commissioner, at a salary of \$1,500 per year; 1860, secured passage of the famous Massachusetts non-forfeiture law; 1867, retired from insurance department; became actuary for John Hancock Mutual Life Insurance Company and consulting actuary for other companies; 1880, secured passage by Massachusetts Legislature of cash value and automatic paid-up insurance law, applicable only to Massachusetts companies; 1885, November 21st, died at home in Medford of apoplexy, aged eighty-two.

Mrs. Ida Russell Tay, wife of Samuel B. Tay, the ninth and only surviving daughter of Elizur Wright, passed away at her home in Stow, Mass., on April 11, 1937, in her ninetieth year. She was buried on April 14, in the family lot in Oak Grove Cemetery.

Before their removal to Stow, Mr. and Mrs. Tay with their family resided for sixty-one years in the house Mr. Tay built at the corner of South Border Road and Forest Street.

(FROM THE "AMERICAN CONSERVATIONIST.")

A TRIBUTE AND AN APPEAL.

ELIZUR WRIGHT.

It is not what we *think* that counts,
And whatsoe'er we *do* amounts
To little, if it has not worth
Inbred within itself at birth;
Unselfish service—acts sublime—
Are all that answer to the test of time.

The greatest man of any age
Who wrote his name on history's page
Was in his time misunderstood,
When all he did was "doing good";
His name is now on every tongue
And round the world his praise is sung.

The good we do each day will live
The ages through, if we but give
To others, freely, of our best,
Without a thought of being blest
With worldly gain. We must not swerve
From seeking better ways to serve.

All movements through the ages past
Have had one man who with them cast
His life unselfishly to fight
For what he knew to be the right;
Great names stand out in bold relief
Who died as martyrs for belief.

One reigns o'er all in the Religious field.
Columbus a new world revealed.
Great Washington, all unafraid,
An Independent Nation made—
And now we have another name
That shall resound through halls of fame:

The name of one who gave his all
That life insurance should not fall,
Or fail, but *live* and *serve*—in constancy
Deep chiseled in eternity.
In common honor, then, let us unite
To honor *our* great man—*Elizur Wright*.

—JAMIE HERON.

Chicago, September 1, 1931.

EDWARD JAMES GAFFEY.

1862-1937.

Edward James Gaffey, past president, vice president and director of the Medford Historical Society, lifelong resident of Medford, and one of the city's foremost citizens, died at his home, the famous Captain Isaac Hall House, 43 High Street, Medford Center, on Sunday morning, February 7, 1937, in his seventy-fifth year. He was born in Medford, September 13, 1862, the son of Michael and Bridget (Coughlin) Gaffey, natives of Ireland.

The Historical Society has lost a most valuable member and an outstanding leader in the passing of Mr. Gaffey. His never-failing interest in the affairs of the Society over a score of years was manifested by contributions of his time, energy and financial resources, without any thought of recompense or recognition. His constructive counsel and helpful advice were freely accepted and readily followed by the Governing Board of the Society. His organizing ability and leadership in a very broad field of activities vitally influenced the organization during a very critical period of its existence. All the duties connected with the various offices he held in the Society were performed with equal diligence and care. Because of his fairness, his sound sense of values, and his knowledge and love of Medford and its history, he inspired confidence in all who came in contact with him.

He purchased and restored the historic Captain Isaac Hall House, of Revolutionary fame. Annually, on Patriots' Day, he opened this famous shrine of Paul Revere's ride through Medford to welcome "the Revere rider" reenacting by daylight the midnight rousing of Captain Hall of the Medford Minute Men of 1775. Here he was host to a throng of visitors, including many noted personages in our State and Nation.

During the five years (1926 to 1931) that he served as President of the Society he was a leader in its post World War activities. The renovation of the Society's home

on Governors Avenue, repairs to the foundation of the building and its drainage, the installation of a modern heating plant and improved lighting, new and restored furnishings, the planned modernization of the library, and the rearrangement of the historic collection for inspection by the public, together with the infusion of a new spirit in the field of historical research—all these things were accomplished by him as a part of the reconstruction era. He was more than equal to the task, because of his mental ability, his humility, his steadiness and the generous spirit in which he worked with his fellow members of the Society.

He was one of the moving spirits in the erection of the Medford Minute Men of 1775 Memorial on the Public Library lawn, dedicated during his first term as President of the Society, on April 19, 1926, to commemorate the one hundred and fiftieth anniversary of Paul Revere's ride through Medford, and the battles of Lexington and Concord.

He served as one of the Medford Citizens' Executive Committee that planned and carried through the notably successful observance, in the year 1930, of the Tercentenary Anniversary of the settlement of Medford.

He brought to this position, as President of the Society, the genuine American spirit, the lofty patriotic purpose and the devoted civic service that grew out of his knowledge of the past, and a far-sighted vision of Medford's future. He reflected great credit and honor on the Society and Medford by the able administration of his many duties and responsibilities during the Tercentenary celebration year.

Mr. Gaffey's civic and social activities made him a community leader of his generation. He served with the late Justice William Cushing Wait of the Supreme Court, first President of the Society, as a member of the commission that drafted the first charter of the City of Medford. He was a member and chairman for a decade of the Medford Board of Survey. He was a member of the Medford Pub-

lic Safety Committee, Liberty Loan, and other World War activities committees. As President of the Medford Chamber of Commerce he effected many helpful policies that fostered the civic, economic and historical well-being of the city. He was one of the founders and a vice president of the First National Bank in Medford. His service to the Irish-American societies, the fraternal and social organizations honored by his membership and leadership, his layman's leadership in St. Joseph's Church, of which he was sexton for thirty-five years, his influence in the growth of Medford arising out of his sound business judgment and personal integrity, and his tremendous unrecognized charity, are all more enduring than any memorial of words. His charity and his generous service to the city of his birth were matched by his simple habits of living. His life was that of the Christian gentleman who loved his home and made every sacrifice for his family. His civic honesty and his conscientious beliefs were tempered with the spirit of self-effacing service, kindness, a sympathetic personality and a deep knowledge of human nature.

His love for the city of his birth increased with his years. All who have the welfare of the city at heart, as he had, deeply mourn his loss. He was a kind friend to all.

DR. EDWARD W. BARRETT.
CHARLES T. DALY.
EMMA M. GRAY.



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HISTORICAL REGISTER



June, 1937

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Committee on Publication.

Thomas M. Connell.

Mrs. Ruth D. Coolidge.

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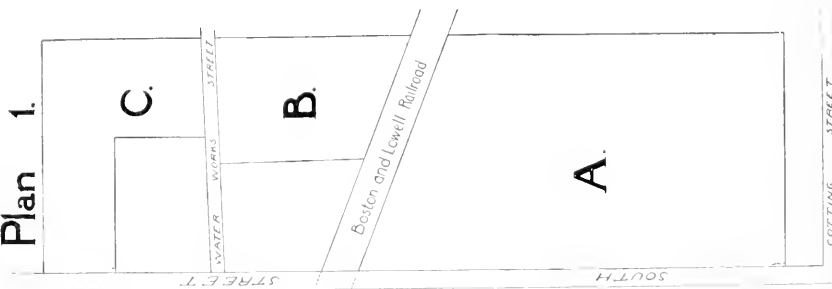
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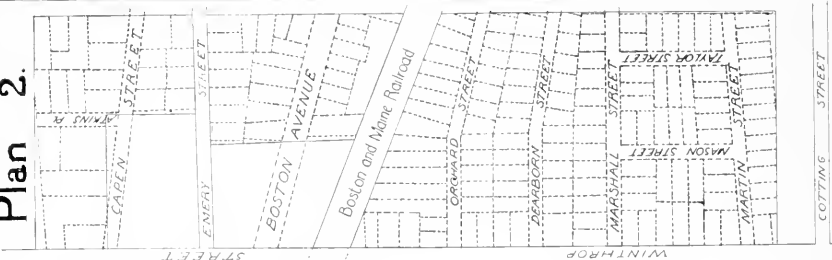
SUNDAY

Continuous Performance 2 to 11

Plan 1.



Plan 2.



Plan of the Land of
Timothy Cotting
Transferred to Tufts College
Anno Domini ~ 1869

Plan 1.

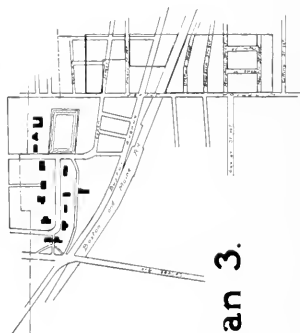
Original Property as of 1869.

Plan 2.

Present day subdivisions of original property.

Plan 3.

Relative positions of transfer and the college proper.



Plan 3.

The Medford Historical Register.

VOL. XL.

JUNE, 1937.

No. 2.

TIMOTHY COTTING, TUFTS COLLEGE TRUSTEE AND CIVIC LEADER OF MEDFORD.

[A paper delivered by Prof. Samuel L. Conner at the 103d Annual Meeting
of the Universalist Historical Society.]

THE problem assigned me by your honorable president has been a very pleasant one, although it has not been as fully completed as one of my profession (civil engineering) would wish it to be. It has been accomplished with some little difficulty, and has been as exhaustive as the sources of information available. I have found difficulty in not being able to have more intimate acquaintance with the facts of Mr. Cotting's private life, and what information I now present has been gleaned from an examination of the public and private records available.

It is to be very much regretted that no picture or photograph can be found of Mr. Cotting. His life was replete with goodly actions, both civic and charitable. Your president wrote to me that he had tried to add a picture or likeness of Mr. Cotting to a list of over fifty illustrations in his publications of the early history of Tufts College and the life of Hosea Ballou, 2d, but that he had not been able to do so.

Mr. Cotting must have been a very active man, and a very shrewd one, as recorded in his business efforts. His activity in good works and his enviable civic record have impressed me most forcibly, and I am surprised at the apparent lack of recognition of his accomplishments by the public generally. I have begun to feel, as a man of my age must feel, that the oft-misquoted statement from Shakespeare is amply exemplified in his case. I have in mind the quotation, "the evil that men

do lives after them; but the good is oft interred with their bones."

For a man of his calibre not to be recognized in some physical way, in view of his civic activities over a period of forty-five years or more, and his association with educational activities as trustee of Tufts College for a period of twenty years, would seem to bear out the contention I have already made—that he is entitled to a definite recognition, not only because of his civic devotion, but also because of the educational work that he made possible. A suggestion for such recognition will be made as I near the end of my talk. I have endeavored to divide this paper into two definite parts—one dealing with the man himself; and the other concerning the gift of real estate made by him to the college in 1869.

A recital of his activities and such information as I could gather from the records as to his endeavors, will be now indicated:

Timothy Cotting was born at Waltham, November 10, 1793, one of thirteen children, of Daniel and Abigail (*nee* Wellington) Cotting. He was a descendant, seventh in line, of a Richard Cutting (Cotting) and his wife, Susanna Stone. In April, 1634, this Richard Cotting sailed from Ipswich, England, in the ship *Elizabeth* for New England.

Timothy lived for some time with his brother, William Cotting, who was eighteen years older than he, at West Cambridge, now Arlington. It is supposed that from him Timothy received his training as a baker. Information as to when he came to Medford does not seem to be available, although the first recorded transfer of real estate to him is recorded in Cambridge Registry of Deeds as of 1821, and that he was a resident of Medford then. His bakery was located at the corner of Forest and Salem Streets, where the present store of John Volpe is located. As he rose to affluence, he built what he called in his will "the mansion house," which, now

owned by Dr. Charles W. McPherson, is still standing south of the Universalist Church.

As indicated before, a record of his activities until he was publicly recognized in Medford, I have been unable to secure; nor have I been able to find out just exactly what date he moved to Medford, but as a matter of record he became selectman of the town of Medford, as of the first record, in the year 1830, and served in 1831, 1833, 1838, 1843 and 1844, 1849 and 1850 in the same office. He was moderator of the town in 1851, and at a previous date which I have not been able to ascertain.

It is an interesting fact to note that the records of the transactions of the board of selectmen in Medford from the earliest days are available in the office of the city clerk, and are in excellent condition. In these records during the period which Mr. Cotting served, we find certain designated tasks to which he was assigned, and also a record of certain of his votes in the board's sessions.

On May 12, 1838, the care of the "great bridge," now known as the Cradock Bridge, was assigned to Mr. Cotting by the board. So well done was this work that when the bridge was replaced in its present form the original timber when removed was found to be in excellent condition and good for many more years of service. On May 7, 1838, Mr. Cotting voted affirmatively for the granting of a license to one "Luther Angnier" as a vendor of spirituous liquors for medicinal purposes, as he—Luther Angnier—was an apothecary, according to the records. To offset this vote, and to indicate very definitely his position, Mr. Cotting voted the same day "that the clerk of the board address a letter to the county commissioners, remonstrating relative to the refusal of approbation to those persons applying for license for the sale of spirituous liquors, and also remonstrating on the number of applicants whose petitions were before the commissioners." The

original of this letter I found in the records at the City Hall in the city clerk's office in Medford.

On May 27, 1842, Mr. Cotting voted with the board "not to grant any recommendations to persons in the town for the purpose of procuring licenses to sell intoxicating liquors."

On September 4, 1843, Mr. Cotting was authorized to dispose of town land formerly used for a pound. Among other of his duties was the control of the fishing rights on the Mystic, a reminiscence of the years when fish traps in the river brought annual revenue to the coffers of the town.

Among all the good acts and deeds that were performed by Mr. Cotting, as a civic leader, it hardly seems fair to point to one item that does not praise him. On August 18, 1855, according to the public records, he was notified to "abate a nuisance" at Salem and Forest Streets. It would appear that I have verified my original statement that "the evil a man does lives after an individual, and not his good works."

He was town treasurer in 1836; a member of the school committee from the period of 1846 to 1853, and a member of the overseers of the poor in 1856. He was one of sixteen under the charter granted to Tufts College in 1852 by the Legislature of the Commonwealth and served as a member of the board of trustees, as already stated, until 1872, apparently up to the time of his death.

The record of his tax payments in the town of Medford are very interesting, having paid taxes on real estate in 1838 until his death in 1872. He probably paid the highest taxes in the town of Medford during the years 1864 and 1867, there being payments of \$906 the first year and \$937 the second. Throughout the full period of his activities in Medford he continuously paid taxes, from 1838 until the time of his death. These varied from \$93, in 1838, until he had the highest record, in 1864 and 1867. This would

indicate that he was a man of affluence, and although he was by vocation a baker, an examination of the records in the South Middlesex County Court House of Cambridge indicates that he made at least seventy transfers of real estate during his lifetime, and transferred in April, 1869, the property known as the "Cotting property," located in the vicinity of South Street, now Winthrop Street, on the west side of the college land.

Many other records of real estate transactions exist, there being at least as many purchases of property recorded as sales. In all, I would estimate as many as two hundred real estate deals.

He was a very active Universalist, from the records of gifts made to the First Universalist Parish in Medford of definite sums of money, and he remembered the same parish in his will. Also, there is on record one indication of his charitable attitude. The town officers, in 1867, reported that Timothy Cotting, Esq., had given the town in 1864-65, thirty dollars to be given for the needy poor, and that at a more recent date he had contributed one thousand dollars, the increase (or interest of which) was to be distributed among the needy and worthy poor of the town.

In further consulting the records of the town, I found in his activity in the school committee some indication of the educational attitude that he must have possessed, not only as a result of his association, but apparently of his practical assuredness.

Some comment on the statements made in the reports of the school committee of that period might be interesting to this audience. He served on this committee in 1853, 1854 and 1855, and was chairman some part of this time. Dr. Hosea Ballou, 2d, was also a member of the committee at the time, and one can partially understand the tenor of the reports of that period as being influenced by these men.

It is interesting in the general report of 1854-55 to

note this statement, which seems almost a modern statement today: "The purpose of education is to give the power to think correctly. Books are to be studied and rules committed to memory, not only to be able to recite fluently, but to establish reasons for these rules."

The formidable report of 1853 treats the following topics: the condition of the schools; irregular attendance; treasury; complaints against teachers; changes recommended. The school committee report of 1851 contains this statement: "The board fully appreciates the importance of elevating the rank of the grammar school, and raising the standards of qualification of the high school." The report of 1848 makes this statement: "It seems to this committee that it is a very great error of judgment in any parent to ever speak of his disapprobation of a teacher in the presence of a child or any other scholars attending the school." I bring these quotations with the thought of ascribing some credit to the subject of this talk, because of his keenness in the educational problem.

Mr. Cotting was chosen treasurer of the Walnut Hill Evangelical Seminary, January 25, 1841. The seminary was to be located on ten acres on Walnut Hill offered to Dr. Ballou and associates before that date by Charles Tufts, who, it seems, had an over-abundance of land. Though this seminary was never built, his brother, William Cotting, founded Cotting Academy in West Cambridge, now Arlington, the starting point in the Arlington public school system.

As to his activity as a trustee of the college, I have been afforded the opportunity by President Cousens to examine some of the earlier records of the meetings of the trustees, in order to more fully ascertain the physical and spiritual support he offered in sustaining the development of a beacon light of training on Tufts College Hill.

It is a matter of record in the older catalogues of the college that "Timothy Cotting, together with B. B.

Mussey and Richard Frothingham, Jr., their associates and successors, are hereby constituted a body corporate by the name of the Trustees of Tufts College, in Medford, and they and their successors, and such as shall be duly elected members of said corporation, shall be and remain a body corporate by that name forever."

There appeared a very interesting article in the *Universalist* of May 4, 1872, commenting on the death of Timothy Cotting, and it seems to me it is worthy of quotation in connection with the early activities of Mr. Cotting in the founding of Tufts College:

"The time had come when the Universalist denomination must move in the matter of educational constitution. Thomas J. Sawyer and Hosea Ballou, 2d, in Massachusetts, had opened the eyes of our people to the alternatives: 1, educational demonstration worthy of a church; or, 2, merited decay as an ecclesiastical power." Six men came forward with a written pledge—the seed of Tufts College. One of these six men was Timothy Cotting.

"The good layman had the soul to appreciate Hosea Ballou, 2d, a name we love without a title. Our great thinker and scholar had the warm and unflagging coöperation of his then parishioner, who, of his abundance, aided in the early endeavors of our general church. When the pastor became president of the college, the parishioner, in gifts and sympathy for the infant institution, was not luke-warm."

At a meeting of the trustees July 21, 1852, B. B. Mussey, C. A. Skinner and Timothy Cotting were appointed a committee "to devise and plan for college buildings with all consistent despatch."

On April 26, 1872, Timothy Cotting was called from his earthly labors to whatever reward an active and religious life may entitle one. He was seventy-eight years, five months and sixteen days old at the time of his death. He was buried in Oak Grove Cemetery, on

Monday, April 28, 1872, and the funeral service was conducted by Rev. P. H. Davis, then pastor of the church, and by Dr. Sawyer, president of the college, and representing our institution at the grave of his friend.

At the trustees' meeting of May 18, 1872, the following resolutions were introduced:

The secretary announced the death of Timothy Cotting, Esq., and presented the following preamble and resolutions (prepared by Rev. Thos. J. Greenwood) which were adopted:

WHEREAS, it has pleased the All-Wise Disposer of events to call from his earthly labors, in a ripe old age, our beloved brother and co-laborer, Timothy Cotting, an honored member of this board; therefore,

RESOLVED, That while we feel deeply our loss in the death of our venerable brother, we cannot but be grateful for the beneficence which spared him to usefulness so long.

RESOLVED, That in his life and labors, Mr. Cotting was a happy illustration of the true Christian course, humble, devoted, faithful and true to the duties he owed to his fellowmen, and reverent and trusting towards his God.

RESOLVED, That in the action of Mr. Cotting as a member of this board he has secured a cherished memory and has left an example worthy of all imitation, in the devotion not only of his time but abundantly of his means, the fruit of many years of industrious toil, to the object to serve which this board was created.

RESOLVED, That as a Universalist Christian, a friend to our holy cause and to our denominational interests, Mr. Cotting, though dead, will yet continue to speak, in a pathway in which it is wise and honorable to follow.

RESOLVED, That this board tenders its sympathies to the devoted and worthy widow of the departed, grateful for the consoling faith she is permitted to cherish, commending her and all the bereaved ones he has left to Him who is abundant to do more for them than we can ask or think.

RESOLVED, That a copy of the resolutions be forwarded to the secretary, to the widow of our brother deceased, and that they also be placed upon the records of the board.

I quote additionally a note from the *Universalist* of

the issue of May 4, 1872, on the death of Timothy Cotting:

We are promised by one who knows his history a full sketch of the life and character of this saintly man. Here we shall but record, in general terms, our estimate of his worth, and our gratitude for the service he has rendered our cause and denomination.

We know not but we ought to say that Mr. Cotting was at times the support of the Medford church. His consecrated love for the cause never chilled. Through good fortune and ill fortune, he was the same influencing friend, not losing heart even if the hope seemed forlorn.

Himself, having no children, he was a father in his feelings, his tendencies, his care for every child in his neighborhood.

Of course, no man is faultless, and Mr. Cotting must have had failings. Yet if anyone can tell what the imperfections were he is wiser and more skillful than we.

Such information as I have presented is what I have found available on the activities of the subject of this talk with relation to his civic activities, and also some of his activities as a college trustee. The debt we owe him in assisting in the founding of our college is great, and it comes rather as a surprise to me that his remembrance has not taken more tangible form. It is not the purpose of this presentation to discuss responsibilities that are not necessarily ours, but rather to briefly summarize, as I have done so far, the activities and efforts of a good Christian man.

In examining the record of his will, in existence in the Probate Court at Cambridge, I found that the value of his holdings was estimated at the time of his death to be some considerable amount, and was so reported by the appraisers of the estate. His will, which was rather lengthy, has a number of provisions and paragraphs where he made various bequests to various individuals, and a statement to the effect that the residue of the estate, after these gifts were made, was to become the property of his wife, Hepzibah, for her lifetime. Apparently the valuation of the estate was

high, although I cannot be sure of this, for there might be some notes he held which were outlawed by time, but might have been reckoned in the valuation of the property itself. When the affairs of the estate were settled there remained about \$38,000 for his widow. The residue of the estate, after the death of his wife, was to be become the property of a William Cotting in Waltham.

It must have been a rather impressive occasion on April 29, 1869, when Rev. Dr. Miner, presiding at a meeting of the trustees of the college, announced a deed of gift of land by one of the trustees, Timothy Cotting, by which he (Cotting) conveyed twenty-two acres of land, free of all encumbrances. This deed was recorded in East Cambridge, at the Court House for South Middlesex County.

My difficulties as to tracing the property back to previous owners increased very much when I had read the latter part of the deed. It is customary to recite at the end of deed a statement such as this: "being the same premises conveyed by Mr. Jones, and recorded in books of deeds No. 982, page 342." Such a statement was missing from that conveyance, and the recital was as follows: "being the same premises as shown on a map made by B. F. Kinsman, dated April 27, 1869." No mention was made when the property or properties had been acquired that made up the twenty-two acres of this wonderful gift.

In the paper read by Hon. Richard B. Coolidge, at the one hundred second annual meeting of the Universalist Historical Society at the college, May 26, 1936, and entitled "Walnut Tree Hill," mention was made of this piece of property, and specific indication was shown on the map entitled "Walnut Tree Hill Division of the Stinted Pasture in 1685."

As stated, through the "Stinted Pasture" then set off to the several proprietors "to be their proper right and estate," were laid out three rangeways. The second

one bounded on the east the property that Mr. Cotting received in his deed. This rangeway was known as Winthrop Street, and at various times South Street and Purchase Street, and extended from the Mystic River in a straight line thirty-three feet in width to the Menotomy Road, now Broadway, in Somerville, and at Teele Square.

What was eventually the Cotting property was laid off in 1685 as a part of the "Stinted Pasture," and assigned to Captain Timothy Wheeler, William Bullard and Nathan Cary, *et al.* This will make a complete record as far as the general location of the property is concerned, although there were no doubt several owners before Mr. Cotting purchased it in 1842.

You will note the area here not shaded on the map, which today is probably the most valuable property coming out of the Cotting land. The business center of Medford Hillside is in this approximate location, and, of course, represents a rather high valuation for tax purposes.

It would be the subject of an interesting search to trace the transfers of this land until the college recorded it, although I have done this in part. Certain facts have been established, namely those dealing with the layout of the rangeways, two of which can be identified today as Winthrop and North Streets; also that the land we are considering was bounded by the venture of President Adams in trying to find reasonable priced homes for those of small income. How modern this sounds in the light of the present administration program of low-cost housing!

I examined maps and drawings of this section of Medford, which were made available at the office of the County Commissioners, but find very little information as to previous ownership.

The job then resolved itself into an examination of the deeds of conveyance to Mr. Cotting, and a long list of these transfers were made, beginning in 1821—

the first recorded transfer. After a considerable period of time, and the examination of thirty-five or forty records, I came across a transfer by James Russell, the administrator of the estate of Hannah Tufts, described as a single woman, when a sale had been conducted of her estate, and Timothy Cotting mentioned as the highest bidder. The description was vague, but partially identified by the mention of a lane and a bridge over the Boston & Lowell Railroad, and a further identification of the lands as abutting the real estate venture of President John Adams. Again I ran across the statement of a map made by W. A. Mason as of March 28, 1842. The property had been willed to Hannah Tufts by her father, Isaac Tufts, as of 1823.

The transfer of the property to the college was accompanied by the statement of "\$1 and other valuable consideration." What the "valuable consideration" was may be left to one's imagination, but I feel that the joy of accomplishing a good deed by Mr. Cotting and his wife, Hepzibah, was in itself sufficient "valuable consideration" to them.

The college now faced a situation of having too much land—in fact, was land poor, since taxes must be paid and civic debts must be met. Curiosity may lead some of my audience to inquire why the Cotting gift did not become a part of the college campus, but I am sure when one views its location with reference to the campus, it should be apparent at once why it is not. Separated as it was from holdings from the Tufts gift by a location that became a reservoir and lying, as it does, on the opposite side of a street that bounded the college land, it was so far removed from the scene of educational activity that its real value lay in the possibility of its disposal for money.

However, after the death of Mr. Cotting, in 1872, the trustees of the college, on July 23, 1872, authorized the "treasurer to sell about twenty-one acres for the sum of \$50,000, on terms satisfactory to the executive

committee the land given by the late Timothy Cotting."

The Walling map of 1855 shows that the land from a point one hundred feet back of Cotting Street extended in a southerly direction to the Somerville line and included a trapezoidal area of much greater acreage than that transferred to Tufts. By examination of the diagram before you, it is evident that certain areas had been transferred by him to other parties.

The lots granted in the deed to the college were, first: Lot A, as indicated on the diagram, and following the direction that I now show you, beginning, as it did, in the vicinity of Cotting Street, and following Winthrop Street in a southerly direction to the Boston & Lowell Railroad right of way and described in Book 1102, p. 495, recorded in Middlesex Registry of Deeds.

Lot B, as indicated, did not touch Winthrop Street or South Street, but was some distance, approximately three hundred eighty feet, from that location, and as indicated on the drawing. It might be of interest that out of Lot B I owned a piece of property on Emery Street, at one time owned and occupied by one whom the citizens were wont to name as "Deacon Talbot."

Lot C, as indicated, did not run as far southerly as the Somerville line, but up to a line of division, the other side of which was called the "Robins Land," and abutting for a distance South Street (or Winthrop Street) and did not reach as far as the Medford-Somerville line. It has also an interesting reaction to me, for the property I now own was a part of the original lot C granted to the college.

From time to time it would appear by the actual transfers of property by the college that this whole area was eventually sold off to real estate speculators and to private owners for the purposes of residential development. I have approximated the value of this land at the present time and find that the estimated value must be somewhere in the vicinity of a million, giving to this society some idea of the increase in real

estate valuation since the time of the grantor, Mr. Cotting.

I have also prepared a second diagram showing the condition of the estate at the present time, as originally granted to the college, and you will note the development of a business center at the intersection of Boston Avenue and Winthrop Street. This is offered to you as an indication of how grants of property may not only change hands but also increase in value, probably far beyond the expectations of the original grantor or of the grantee who disposed of the land for what were, no doubt, necessary purposes at the time.

In conclusion, I must revert to my original statements relative to the activities of Mr. Cotting, and point out the good he did—first, in the development of Tufts College not only as a trustee but as a benefactor; and second, the public service he rendered to the town of Medford. His memorial today is marked by two things only, his grave in Oak Grove Cemetery and the street to which he gave his name. How far his influence has spread through his gifts to Tufts College, to the First Universalist Church and to the poor of Medford can never be measured. Suggestions have been made for a memorial at Tufts College for the purpose of memorializing a generous benefactor whose deeds and record remain unsung and probably forgotten. To us of Medford his life is a gauge of the many lives of public spirited, generous men and women, who though almost forgotten gave of their best to their community. The grave of Timothy Cotting on Memorial Day might well be decorated as a symbol of Medford's unknown "soldiers of peace."

THE BAY STATE LEAGUE AND THE ROYALL HOUSE.

MEDFORD'S historic old Royall House buzzed with activity Saturday afternoon, June 19, when the Royall House Association entertained the Bay State Historical League for its annual meeting. The doors were flung wide, and colonial ladies in bright gowns with hoop skirts and flounces welcomed the guests, and conducted tours through the house.

Representatives from historical organizations throughout the state filled the house to overflowing, and were seated in all available space. Upstairs and down, in the wide halls and on the stairs they sat for the meeting. The wide doors afforded a view of the interesting grounds and the gardens, and in the stately house the ghosts of former days mingled with the guests.

An address of welcome was given by Dr. Robert M. Green, president of the Royall House Association, with a few words about the history of the house.

A paper, written by Miss Helen T. Wild, secretary of the Royall House Association, "The Royall House and Its People," was read by Sydney T. Guild, second vice president.

The prolonged applause that followed was not only for Miss Wild's masterly paper but for Mr. Guild's splendid delivery. Miss Wild was called to tell how the Royall House came into the possession of the association and told of the hard work which went into the purchasing of the house, and the hopes for the upkeep of it. She said that it is hoped that the soil and grass which now covers the cobble stones in the courtyard may be removed soon and the yard become as it was when Isaac Royall's coach and four drove over it.

Miss Helen T. Wild and Miss Katharine Stone conducted tours of inspection of the house, explaining some of the points of interest. Hobgoblin hall, the Lafayette

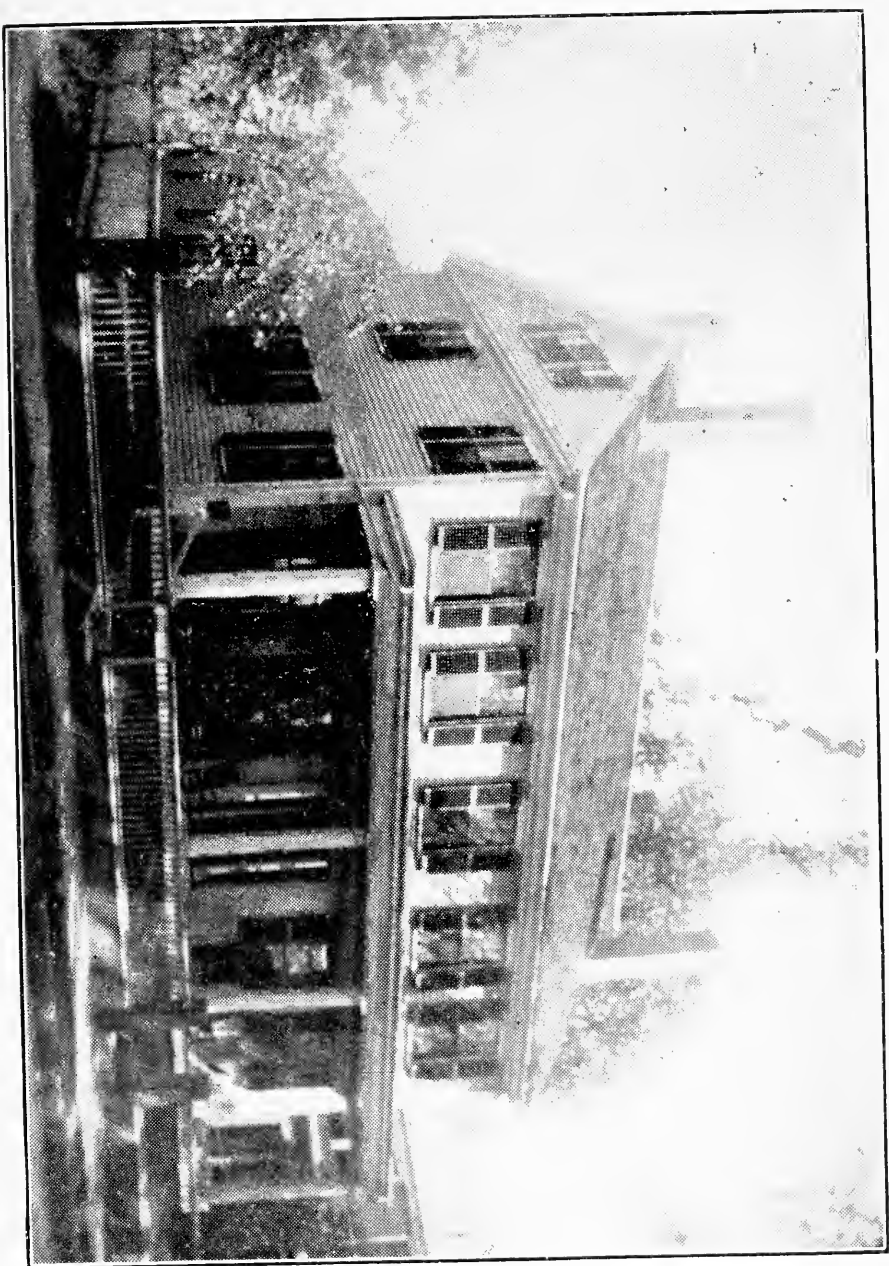
room, and the "in" kitchen proved of great interest. The spinning room was thronged with interested spectators as Mrs. Compton, from Boston College School of Mental Therapy, demonstrated the old looms.

On exhibition in the old house for the first time was the lovely silver with which Mrs. Tidd kept house. This silver was given to the association by the descendants of the family.

The refreshments in the slave-quarters afterwards were served under the capable hand of Mrs. Emma C. Gray, assisted by members again in colonial costume. Tea, coffee and colonial punch were served with innumerable sandwiches of a somewhat later date. Although the weather forced the meeting indoors, instead of in the open courtyard, the occasion was a complete success.

During the afternoon a paper was presented to the meeting, originally written for the Pepperell Reunion in Maine by Miss Laura J. Fernald, descendant of a collateral branch of Pepperell, and taking as its theme the marriage of Sir William Pepperell to Elizabeth Royall in the Medford mansion.





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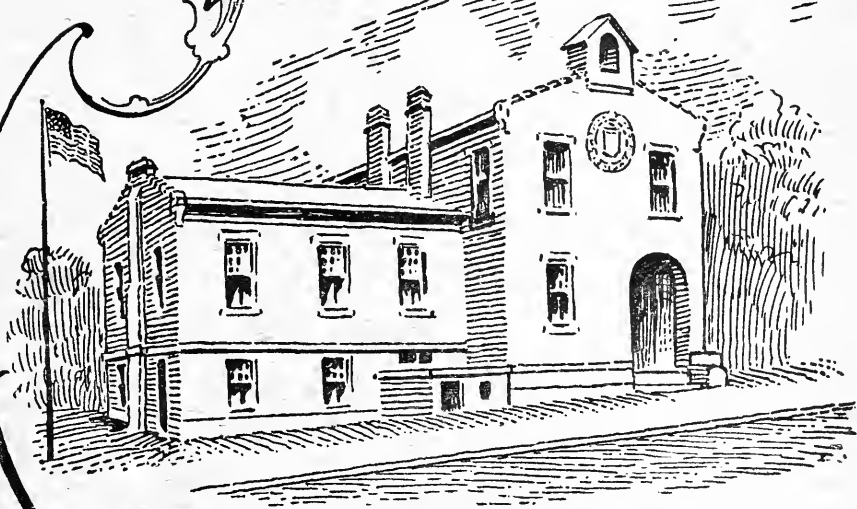


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Committee on Publication.

Thomas M. Connell.

Mrs. Ruth D. Coolidge.

Charles S. Morgan.

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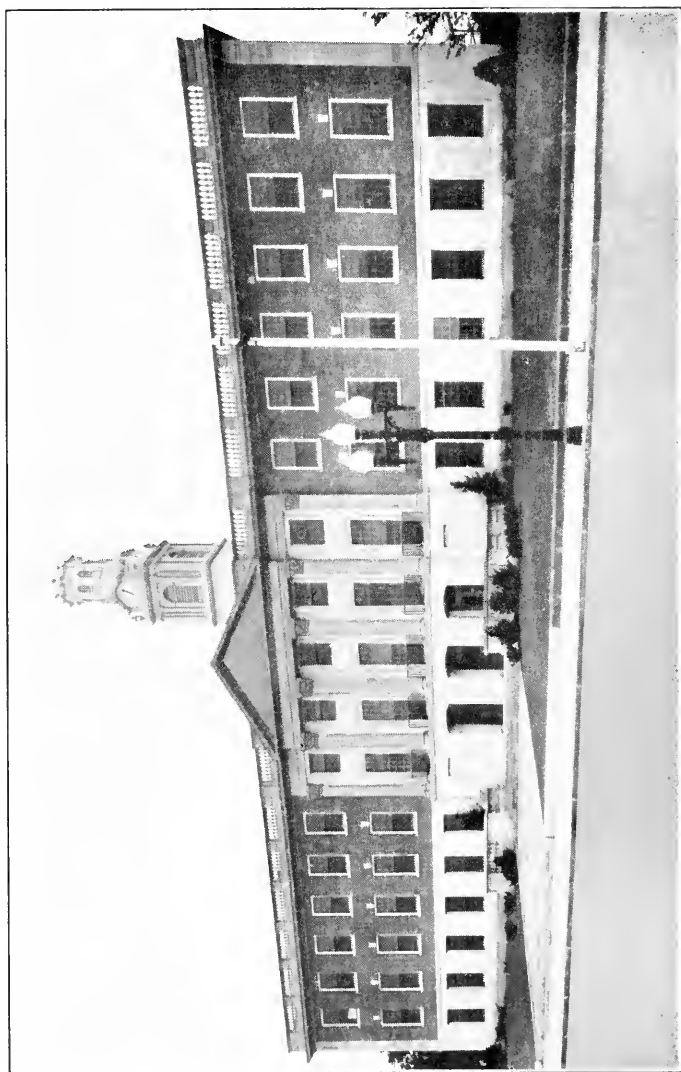
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Architects of
Medford's New City Hall



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THE NEW MEDFORD CITY HALL.

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SEPTEMBER, 1937.

No. 3.

MEDFORD'S THREE NEW PUBLIC BUILDINGS.

BY T. M. C. AND F. W. L.

THE first two weeks of September, 1937, were marked by the dedication of three of the most important buildings erected in Medford over a period of many years. The first dedication brought to fulfillment a desire of the progressive citizens for adequate provision for housing the officers of the municipal government under one roof, wheretofoe the offices had been widely scattered and inconvenient.

It brought to the city a building which is a source of pride, and that is acknowledged to be one of the finest structures of its kind in the United States (for a city of its size), a long sought for and much needed City Hall, erected on the historic Medford Common. This new building was dedicated September 11, lacking six days of the 307th anniversary of the founding of the Town of Medford, September 17, 1630.

The dedicatory exercises were in keeping with the character of the occasion, and were attended by national, state, past and present city officials, representatives of the Federal Public Works Administration and interested citizens.

Previous to the dedication of the City Hall, another monument to Medford's progress, in the form of a city garage and public works plant, was dedicated on September 1 in the presence of officials of the Federal Works Progress Administration, Mayor John J. Irwin, city officials and others, with appropriate exercises.

These two buildings were municipal projects made possible by grants approved by officials of the Public

Works Administration and the Works Progress Administration at Washington. Both created work for skilled artisans and aided in relieving the unemployment situation, as had been planned. All work on the city garage was done by W. P. A. labor.

The third dedication was that of the new Post Office on Forest Street, which was entirely a Federal project. Elaborate ceremonies, speeches, and a banquet, marked this event. Medford now has a Post Office which was much needed and that is well adapted to a community such as Medford.

At the City Hall exercises a heavy rain reduced the attendance, and the program took place in the aldermanic chamber, following a parade from the Lawrence Light Guard Armory, in which many representatives of patriotic, civil and fraternal organizations took part.

Medford changed from town to city government in 1892. A town hall, built in 1834, and three times partly destroyed by fire, served the community on the southwest corner of Medford Square, through all the succeeding years, until Medford took on the habiliments of a city. Then the ancient building was remodeled and it served as a city hall until 1916, when it was razed with the intention of building a modern structure. Thenceforth for twenty-one years, Medford's city government was homeless, leasing quarters here and there; renting the second floors of buildings in the Square; using Colonial Hall in the Medford Theatre building at times; the assembly halls of the Washington School and the Dame School; parts of the Police Station and the old Everett School on Medford Common. (This building was torn down the week before the new City Hall was dedicated, and Salem Street was widened and the lot graded.)

For forty-five years the city fathers had recognized the necessity for quarters better than the remodeled town hall, and had repeatedly recommended a new

building. But it was not until the years following the great depression born of the financial cataclysm of 1929 that conditions arose which allowed the mayor in office, the Hon. John J. Irwin, to secure, with Federal aid, the city building under whose colonial clock tower the municipal government meets today.

Mayor Irwin recommended a municipal building in his first inaugural. Through Representative George P. Hassett, the mayor filed a bill in the Legislature, praying the use of the Common as the site for the projected structure. The bill (Chap. 79, Acts of 1935) was passed, and June 18, 1935, the mayor requested the aldermen for authority to apply for a Federal grant of forty-five per cent toward the cost of construction and equipment. Authority was given, and on November 13, 1935, the application was accepted at Washington, under the terms of the Federal Emergency Act of the Public Works Administration.

A grant was tendered the city of \$188,640, toward a total of \$450,000 requested. November 19, 1935, Mayor Irwin recommended an appropriation of \$450,000 for the building of the City Hall on the Common. The aldermen passed the appropriation the same date. A second appropriation of \$26,000 for furnishings and equipment, and of \$2,000 for temporary heat, was voted by the aldermen November 5, 1936; and a third appropriation of \$2,500 was made for added heating requirements.

These funds were provided as follows: \$93,184.19, proceeds of sale of the old city hall site at High and Main Streets in the Square; and \$95,815.81 from the account, "Construction of City Hall," by a bond issue made at a time years before when it was thought certain the structure would be erected on the site of the original town building. This total was \$189,000 in funds already available.

Of the Federal grant, which had a maximum of \$188,640 available, \$186,000 was applied to the account;

\$500 was available from funds from the sale of real estate, and the balance of \$103,000 was obtained by bonds approved by the Emergency Finance Board, December 11, 1935. This made a total of \$480,500 for the construction and equipment of the new building. In addition, there was an allotment of \$5,000 from funds appropriated for Works Progress Administration projects, and set aside for materials for grading and landscaping. These funds brought the grand total to \$485,500.

The M. A. Dyer Company of Boston was chosen as architect for the structure. Mr. Dyer is a "native son." Bids were advertised for January 23 and January 30, 1936, and opened February 7, 1936. There were fourteen bidders, with two hundred eighty price divisions under the specifications. The contract was awarded the M. S. Kelliher Company of Boston, February 11, 1936, for \$410,838. The completed costs were as follows:

All building construction	\$417,450
Architect and engineering	26,900
Clerk of works	3,459
Mechanical engineering	3,300
Miscellaneous	2,205
<hr/>	
Estimated total building costs	\$453,314
Furnishings and equipment.	26,530
Material for grading and landscaping (labor done by Works Progress Administration project)	5,000
<hr/>	
Estimated complete total cost	\$484,844

Architecturally, the new City Hall follows colonial lines, with the work of Sir Christopher Wren as its type. Admirably situated for such a structure, the Common affords a delightful setting for the architect's conception. The main building is one hundred eighty feet long, fifty-eight feet deep, and has an ell sixty by seventy feet. The chief offices are located on the first floor;

the executive offices and aldermanic quarters on the second floor, and offices less frequented on the third floor.

The outside of the building shows a first story of limestone, with a granite grass course. The two upper stories are of dark red brick. The office of the mayor is in the front of the second and third floors; the aldermanic chamber at the rear, across a circular staircase with corridors. Corinthian columns set off the exterior, and the facade leads the eye to a four-story clock tower with gilded dome.

Past three entrance doors a square lobby leads into a circular foyer, from which the marble stairs rise to the executive offices above. Cross corridors run through the building on all floors. Access to the third story is by staircases at either end of the main second floor corridor. A round colonnade furnishes a beautiful central feature and leads to the mayor's and aldermanic quarters from the street floor.

The lobby walls are lined with Roman travertine, with inset panels of travertine marble. One of these is a directory, another lists the two Boards of Aldermen in whose terms the money for the structure was appropriated, and a third memorializes the fact that the building was a Federal Emergency Administration project.

Ceilings and plaster cornices are covered with gold leaf. Marble columns and pilasters on the second floor make a beautiful colonnade, which is finished in richly ornamented cornices, with a panelled dome rising to the ceiling under the clock tower skylight. Beautifully modeled rosettes add to the beauty of the dome. All is illuminated by concealed lighting. The stair rails and balustrades are of bronze and wrought iron.

There is a basement under a little more than one-half the building. In it are the boiler room, electric room and storage space, with a polling booth, and quarters for the milk inspector, sealer of weights and

measures, equipment for the city engineer, and vaults for the city clerk's records.

On the first floor in the ell are the interrelated offices of city treasurer, collector and auditor, each with vault and private quarters. On this floor are the old age assistance and public welfare headquarters, with suitable hearing-rooms. The city clerk has a suite in the front of the main building, with vaults, private offices and a proof-reading room. The telephone exchange and public booths are conveniently located.

On the second floor, the mayor's office is flanked with private offices for himself and his secretary, and a public office. The law department is conveniently located there, and easily accessible are the offices of the purchasing agent, park and building departments, inspectors of wires, gas fitting and plumbing, licensing board, and soldiers' relief, with hearing-rooms.

The mayor's office is finished with Brazilian rosewood, the trim is black walnut, the ceilings are beamed, and draperies are of blue linen damask.

The aldermanic chamber seats about three hundred and is fifty-six feet wide and forty-three feet deep. The desks are semicircular, in an alcove at the head of the spacious room, around the platform of the president and clerk, with reporters' desks within the rail at either side behind the aldermen. This room is done in oak to a height of eighteen and a half feet, with plaster between the woodwork and the high acoustic ceiling. The floor is of cork tile, similar to that in the mayor's office. A spacious committee room is located at the right of the alcove, and at the left is another room with a staircase giving the board members access to a large private committee room on the third floor back.

The third floor gives space for the engineering department, board of health, planning board, tree warden, street commissioner, schoolhouse building commission, and commissioners of sinking funds, with private offices, hearing-rooms, and rest rooms for women employees.

The land on which the new municipal building stands was acquired through the years in a series of interesting real estate transactions. The town of Medford bought "land on Salem Street" in 1866 from Thatcher Magoun, paying \$3,000, and this was the nucleus of what later came to be known as "Medford Common." The deed was passed April 1, 1867, and on the following May 6 the town bought from William C. and Sarah M. Turner seven hundred square feet of land adjoining for \$25.00. October 18, 1882, the town received a deed of more close-lying property from Elizabeth Lawrence, for one dollar. December 9, 1892, Frank Jones, vice president of the Boston & Maine Railroad, deeded, by authority granted him by the corporation, a strip of backland adjoining the Medford Branch tracks, for the sum of one dollar. This was in exchange for a parcel allowing the railroad to widen its right of way on the south side of its roadbed.

Thus the Common, so-called, came to have a total area of 119,950 square feet, or approximately two and one-half acres, with an assessed valuation (as made up for municipal accounting) as of January 1, 1935, of \$30,000. The ancient Everett School building, removed just before the new City Hall was dedicated, stood on land valued by the city at \$3,550, this valuation being added to the value of the remaining Common, making a total municipal valuation of \$33,550.

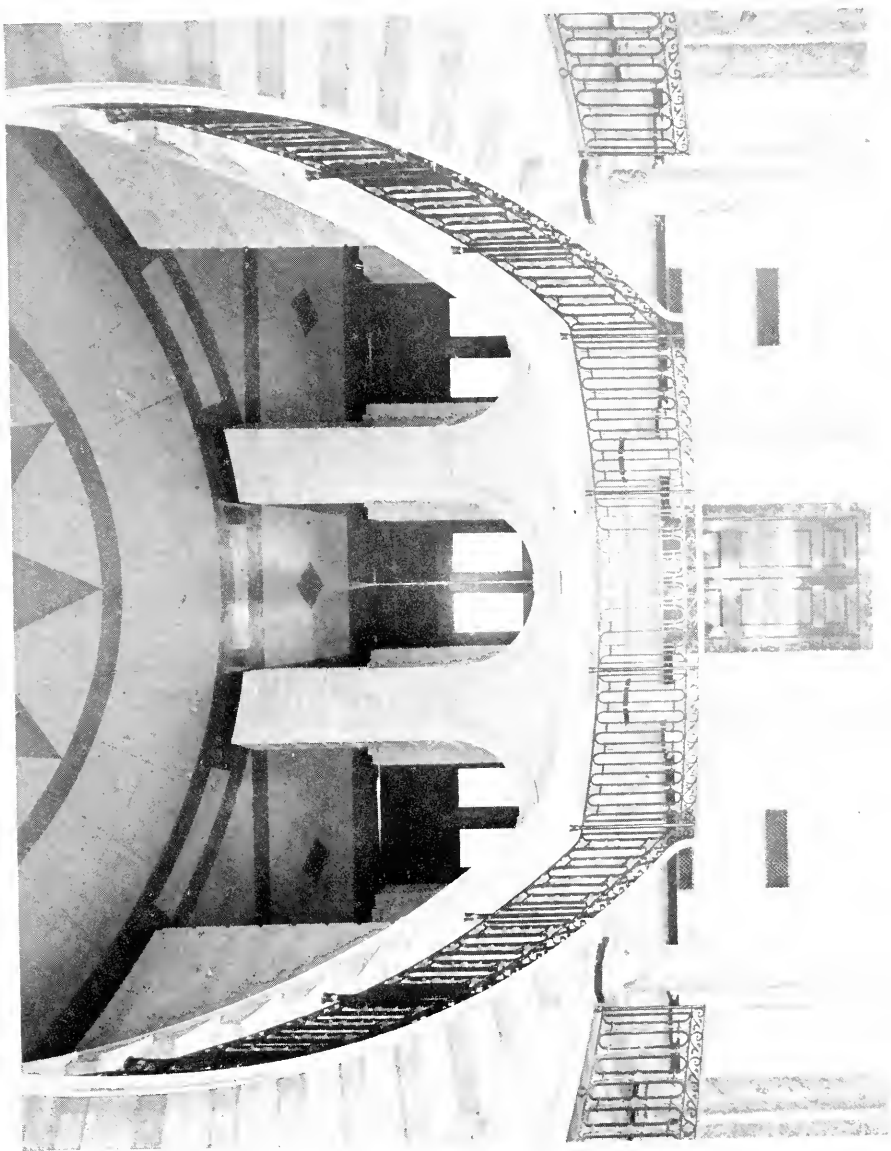
Ground for the new building was broken March 17, 1936; the cornerstone was laid August 12, 1936, and although the completed structure was occupied a few days before the dedication date, formal dedication was on September 11, 1937.

A brief review of the history of the old town house is of interest, although it has been covered extensively in *THE REGISTER* in an article by Miss Helen T. Wild. Medford was settled in 1630. Two hundred and two

years later (November 12, 1832) the town voted, after having met as a municipal body for years in the Meeting House and private homes, to learn through a committee if a majority of the citizens favored a "suitable place in which to transact the business of the town." The committee reported in the affirmative, and recommended that a town house be erected, setting a cost for land and building at \$2,500. Three lots were available, but that of Mrs. Hepzibah Hall "on the Andover-Medford Turnpike" (the present Forest Street) was favored at a cost of \$450. The town disagreed with this recommendation for a site, and authorized purchase of the "land of Mrs. Buel, forty-seven feet front and one hundred six feet deep" at High and Main Streets. "But your committee are of the opinion that the piece of Mrs. Buel's will cost more than the town will be willing to pay" (\$3,000).

Medford "Square" being already "established," the Buel land was bought "with the buildings thereon." Agreement with Mrs. Buel was made in April, 1833; an architect was engaged (Mr. Charles Benjamin, who designed the Thatcher Magoun homestead, now the Medford Public Library) and he produced plans which in the main were embodied in the town hall of hallowed memory—of hallowed memory to the middle-aged citizens of this city at the present day.

Two stores were located in the Main Street side of the town house. The Washington Hook and Ladder Company, chartered by the Legislature in 1829, was given a location in the extremity next the river. The forum was up a flight of stairs, through the porticoed front door looking toward High Street. Fluted gray-painted columns supported an attic that overhung the upper story gable with slated roof, six feet. Thomas Sables, a reliable carpenter of that day, was awarded the contract. Coburn & Company, and Samuel S. Green, Jr., leased the stores. No record shows the date of occupancy of the building. It was three times hard



STAIRCASE TO ROTUNDA FROM FIRST FLOOR.



ROTUNDA TOWARD THE ALDERMANIC CHAMBER.



OFFICE OF MAYOR AT FRONT OF BUILDING.



ALDERMANIC CHAMBER FROM PRESIDENT'S DESK.

hit by fire, yet enough remained to reconstruct it, and so it was used until Medford became a city in 1892, when the most extensive reconstruction work of all its years was carried out.

The stores and the fire company—long since a memory save in name and relics—vanished; a police headquarters was set up near the river, where the fire cart used to be, and tramps “pulled in” by police raids here and there and elsewhere throughout the community were given berth in the basement, where frequently the high tide on the full of the moon bathed their humble bunks, if not their repulsive persons. As a city hall, with the dignity of past years weighing heavily upon it, the building served nearly half a century as a municipal structure, until circumstances beyond the control of any mayor could be brought to a focus that enabled a new city hall to be erected.

The activities of the Civil War wove fragrant memories about the old town hall. The immortal Company E, the Lawrence Light Guard, heard the town's ardent farewell there; women and girls scraped lint and made bandages for “the boys” in the town hall four fearful years. When the sadly depleted company came home again it was received with joy at the town house. And then after many years came the World War. Again the boys of Company E departed with the cheers of their friends and loved ones ringing in their ears from the front of the (now) city hall in the Square. But when they came home from France the old building had vanished; there was left only the “city hole,” a basement filled often with slimy water; grave of buried political aspirations. Finally, an office structure was put up on the cellar, and with High and Main Streets widened at the historic corner, Medford city offices moved into the second story of the brick structure (moved there finally after many another move around and close by the Square); and these offices were

not vacated until the new City Hall was opened in September of 1937.

Two tablets on the front of the new municipal building epitomize the story of the old and the new:

At the left of the entrance appear these words:

SETTLERS WERE REPORTED
"UPON MYSTICKE" IN 1629
A LARGER GROUP IN 1630
SETTLED NEAR THE SQUARE AND
NAMED THE PLACE "MEADFORD"
THE FIRST RECORDED TOWN
MEETING WAS HELD IN 1674
IN 1676 THE FIRST SELECTMEN
WERE ELECTED AND IN 1689
THE FIRST REPRESENTATIVE WAS
SENT TO THE GENERAL COURT
TOWN FORM OF GOVERNMENT
CONTINUED UNTIL MEDFORD WAS
INCORPORATED A CITY IN 1892

The tablet at the right of the entrance reads:

MEDFORD'S
FIRST TOWN MEETINGS
WERE HELD IN PRIVATE HOMES
LATER IN MEETING HOUSES
UNTIL A TOWN HALL
WAS ERECTED IN 1833
THAT BUILDING WAS
PARTIALLY BURNED AND
REBUILT IN 1835 AND 1850
AND REMODELED IN 1893 TO
ACCOMMODATE THE NEW
CITY GOVERNMENT
IT WAS RAZED IN 1916
AND FROM THAT DATE
OFFICES WERE LEASED
UNTIL THE COMPLETION OF
THIS BUILDING IN 1937

MEDFORD'S NEW POST OFFICE.

Medford's first Federal-owned Post Office was built at a cost of \$149,500 in the summer of 1937, and was dedicated September 15, 1937, with a flag raising, banquet and addresses, but it was not to be formally occupied, because not equipped, until October 25. The general opinion is that the building will serve the requirements of the city's central postal station, a part of the Boston Postal District, for years to come.

The first Post Office in Medford was established in September, 1797, when John Adams was President, and it was located in Mr. Buel's store, which stood on the site of the old town house in the Square, and which was torn down to make way for the town house after the corner was sold to the town in 1832.

A history of the birth, growth and development of Medford's postal system has appeared in *THE REGISTER*; in the *Medford Mercury*, prepared by Warren F. Wescott of the West Medford branch; and a more detailed history by Superintendent Benjamin F. Osthuess, which appeared in full in the *Medford Mercury* for September 15, 1937, the issue after the dedication, copies of which may be found in the Medford Public Library.

The design of the new building was prepared by Arthur L. Blakeslee, chief of the Procurement Division, United States Treasury Department. Mr. Blakeslee was born at High and Jerome Streets, West Medford, and has been connected with national affairs and stationed in Washington twenty-eight years. Colonial in design, the architectural type of the Post Office ranks with other representative Federal buildings in dignity and character.

The contractor was a Medford man, Edmund J. Rappoli, whose office is in Cambridge. Congressman Arthur D. Healey of the Eighth Massachusetts Congressional District (of which Medford is a part) and a

resident of Somerville, was responsible at Washington for securing the appropriation for the structure in co-operation with the Medford officials.

Construction of the Post Office was begun February 8, 1937. It is built of face brick with trim of Vermont marble. Terraced steps of Chelmsford granite lead to the entrance from Forest Street, past massive square brick columns. Ground area covered is one hundred sixteen feet by one hundred three feet, six inches. There is a center section fifty feet wide by twenty-four feet high, with two thirty-two-foot wings set back two feet from the center section. The wings are twenty-one feet high. On the south side is a loading platform forty-nine by twelve feet, protected with a hung marquee.

The south side of the interior contains a mezzanine with swing room, toilets and shower bath. This working area is sixty-four by twenty-three feet. In the basement is space for overflow work to take care of seasonal parcel post and mail. In addition there are two postal storage rooms and a stamped envelope storage room. A commodious boiler room is equipped for coal-burning apparatus.

The first-floor lobby, twenty by sixty feet, has marble wainscoting, terrazzo floor and plastered panelled ceiling. There are two parcel post windows, three stamp windows and three money order and registered mail windows. The office of the superintendent is on the south side of the lobby and is separated from the workroom by glass. There are one hundred twenty-five bronze lock boxes.

The main workroom is one hundred sixteen by sixty-six feet. There are two fireproof vaults and a C.O.D. room. Floors are of hardwood. The main workroom has a hung ceiling with expansive skylight. All water pipes are brass, and the basement is protected against storm water with a sump pump system.

Upon complete occupancy of the new Post Office structure all West Medford carrier service operates

from the new building, and the West Medford station becomes a financial station only, with a small force to handle the usual business of such a department.

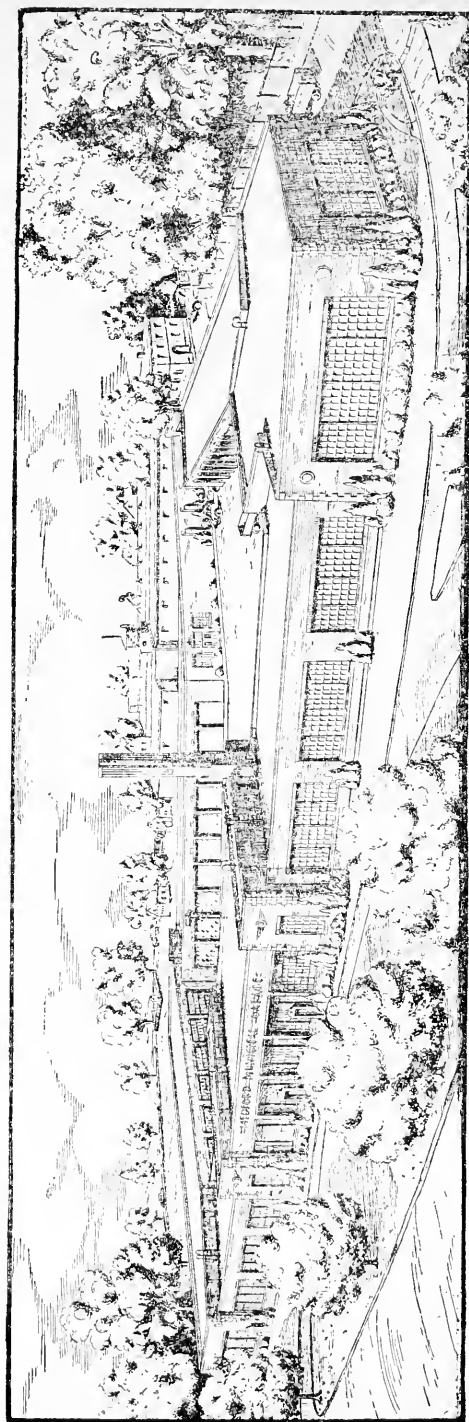
Everything that could be thought of to make the office one of the best of its kind has been done, and the building will be a credit to the city, and comparable with the new City Hall and the new municipal garage, two other outstanding projects erected during a depression period.

THE MUNICIPAL GARAGE.

For years the Medford town stables were located on land through which Governors Avenue now extends, just off High Street. That property was developed for homes, the Medford Women's Clubhouse, the building of the Medford Historical Society, the telephone exchange, and apartments, and the street maintenance department of the new city government was moved to land on James Street, extending back to the Mystic River. A large brick administration building was built for water, sewer and street department offices, with the city engineer's business offices in the second story. Stables for the horses, and sheds for the array of equipment necessary for use of the allied departments, surrounded the main building. Later the Mystic Valley Parkway was extended from Cradock Bridge to Mystic Avenue through the marshes, the city yard was encroached upon, and speedily, as the municipality grew, and motorized machinery supplanted horse-power, the facilities became inadequate.

On the afternoon of September 1, 1937, the city dedicated with a suitable program the new municipal garage, which replaces the old-time stables and greatly expands the area for the administration activities of the departments concerned, giving the city one of the most modern plants of its type in the country.

The land area is 69,405 square feet, and the plan area of the new and far-flung structure is 31,471 square feet.



MEDFORD'S NEW MUNICIPAL GARAGE.

The building stands around the edges of the city yard, which is permanently surfaced, and covers 37,934 square feet. The entrance is from James Street, through wrought iron gates, and the building encloses the entire area.

The building cost \$219,629. It was built with city and Federal funds. Medford paid for the material and all engineering; the labor cost was met by the Federal government, under the Works Progress Administration. The cost to the city for material was \$79,486.

Work was begun in the winter of 1935-36, and for three months much time was used in a battle with the elements, the frozen soil, which had to be cut with compressor drills, the tidal waters, which had to be kept from the excavations by constant pumping, and the removal of peat, which was necessary to gain proper foundations. The building was to have been constructed of cinder blocks and stucco, but brick was substituted. Work progressed, and in February, 1937, the highway department was able to give up renting garage space, after a period of twelve years, and to occupy a part of the uncompleted building.

Abutting property lines made the problem of laying out the garage a unique one in many ways. A unit stall of twelve feet by thirty feet was adopted by City Engineer Harold J. Nicholson, and with the experienced guidance of Street Commissioner James C. Gillis, and the designer and architect, Ralph E. Watrous, of the engineering department, the plans were developed so that general supervision of the yard is centered at one point, and protection of equipment from vandalism is secured by having a single entrance, the main gate, at an angle on James Street admitting directly from Mystic Avenue.

At one side of the administration unit are repair shops of the types needed for the purpose of maintenance. Opposite are unit stalls for the storage of seasonal equipment. Equipment in daily use is stored adjacent to the seasonal equipment section. Accommodation for small

tools is provided amply in convenient rooms. Two units store four hundred tons of sand for winter use on the streets. Endless belts handle the material.

Steel sash was used throughout the building. Vacuum steam heat supplies the seasonal requirements; the plumbing facilities include showers; the roofs drain into an underground system; backwater valves guard from tidewater, which reaches the lower levels of the drainage mechanism under certain weather conditions. All electric work is of the latest type, with the service under ground and the main panels in the boiler room. The plant is floodlighted for emergency service.

All floors are of reinforced concrete, sloped to drains. The roofs are of heavy plank, protected with standard tar and gravel.

Other departments than the highway division are given storage space in the building, specifically the superintendent of wires and the forestry department.

The "city stable," which the municipal garage replaces, was built in 1906 for the use of horses, and succeeded the antiquated property on the present Governors Avenue. It cost \$17,750, and was designed by the well-known Medford architect, Charles B. Dunham, in the mayoral term of Michael F. Dwyer.



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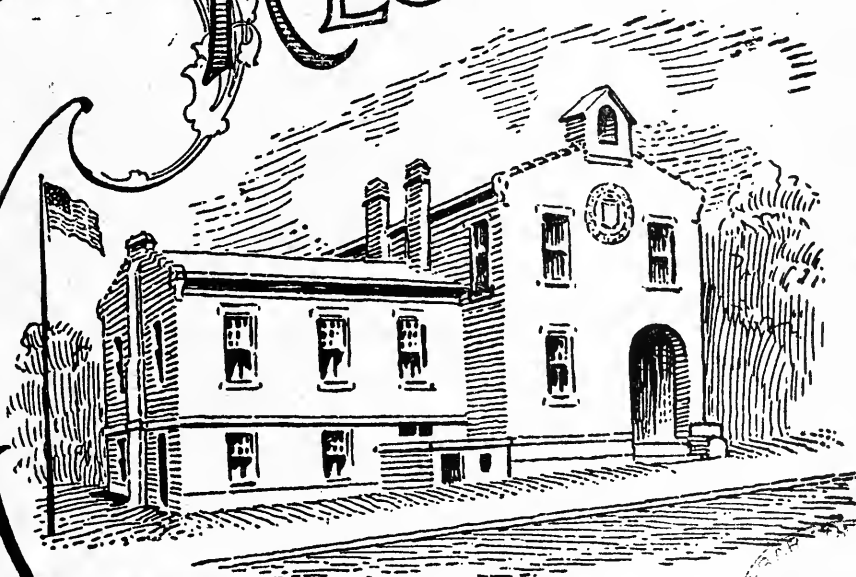
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Mrs. Ruth D. Coolidge.

Charles S. Morgan.

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Courtesy of Metropolitan District Commission.
USHER BRIDGE, NOW BEING REPLACED.

The Medford Historical Register.

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No. 4.

NEW BRIDGES FOR OLD.

IT HAS been aptly said by someone that "history is not written,—but rewritten." News of today becomes recorded history in years that follow.

Unfortunately the compilation of Medford's history is incomplete. James M. Usher printed a history in 1886. It was a "revised, enlarged and brought-to-date" edition of Medford's first history, written by Rev. Charles Brooks, which covered the period from 1630 to 1855.

A brief but interesting history which added new events was compiled by the late John H. Hooper, in connection with the book published in 1905 on the occasion of the two hundred seventy-fifth anniversary celebration of the settlement of Medford (1630).

A short detailed booklet compiled by Prof. George S. Miller, a former teacher of history in the High School, later a member of the Medford School Board and now acting president of Tufts College, was printed for use in the public schools in 1915 by order of the school committee.

The only authoritative writings relative to Medford's past and present which might furnish additional material for a further revision of Medford's history are to be found in the MEDFORD HISTORICAL REGISTER, a quarterly magazine published by the Medford Historical Society since 1898.

Here again, it may be said, history has been rewritten, based on facts and current items appearing from time to time in local newspaper columns.

Therefore it is appropriate that the following "rewrite," combining material gathered from town reports, historical

sources, with that available from recent items, should be published, bringing the subject matter up-to-date.

While development of new streets, construction of new parks, public buildings, etc., are of interest to many of the citizens, it may be said without fear of contradiction that the story of Medford bridges has always been of historical interest.

With the Mystic River dividing one section of Medford from the other, means of intercommunication became a necessity vital to its growth.

It is believed that Medford has at present more bridges within its borders, or connecting the city with surrounding communities, than any other city in the Commonwealth, and still more may come.

In Volume II, No. 1, of the *HISTORICAL REGISTER* may be found a most interesting paper on "Bridges in Medford," written by John H. Hooper. It gives the detailed story of the "Great Bridge," now officially known as the Cradock Bridge. It was the only passage to Boston from the north for many years.

While it is called the first bridge in the Commonwealth, history records the building by Cradock's men of a Gravelly Creek bridge on Salem Street (opposite the new City Hall) to provide for a way to the tide-mill. Mr. Hooper's article covers the history of all Medford bridges from Colonial times until 1899. Since that date more material relative to bridges in Medford has become available which may be of historical value.

During the past two years two of the older bridges, the Wellington Bridge, connecting Somerville and Medford, and the High Street Bridge, connecting West Medford and Arlington, have been replaced with new structures, and a third, at the foot of Harvard Avenue, is rapidly approaching completion.

A fourth bridge, with connecting roadway across the marshlands from Harvard Street at Mystic Avenue to the Fellsway in Wellington, has been in use for only two years.

This bridge and roadway bear no official name, but it has been suggested, in view of the fact that the late Gen. Samuel C. Lawrence gave a large acreage for the beautification of the Mystic Valley Basin (later turned over to the Metropolitan District Commission), that the roadway and bridge be named in honor of him.

THE USHER BRIDGE.

The first bridge to be built in Medford, the "Great" Bridge, now called "Cradock" Bridge, was repaired many times, and last rebuilt in 1880, and has not been changed materially since that time, except for installation of the locks and dam.

The second was the "Bridge at the Wears," at High Street, connecting Arlington with West Medford. This bridge was the subject of much controversy, and although the first mention of an attempt to build the bridge was as early as March 6, 1699, nothing tangible was done until around 1747.

The second bridge in West Medford, at Harvard Avenue, connecting Medford with West Cambridge, now Arlington, was erected in 1857.

According to Usher's history:

In 1857, after a long and somewhat vexed discussion of the matter, the town entered upon the construction of two new bridges across the Mystic River, — one at a point southeast of the Weir Bridge and connecting Medford with Arlington; the other forming a part of the roadway between Purchase Street [now Winthrop Street] and South Street.

The building of these bridges involved the laying out and construction of new roads, and though entailing considerable expense, the highways thus opened have contributed much to the convenience of public travel and to the development of the town.

OFFICIAL DESIGNATION.

In a warrant for the town meeting, held March 9, 1857, Article 23 related to the naming of the bridges over the Mystic River, and after due consideration of the matter it was voted that the old bridge in the center of the town,

near the Square, be called the "Cradock Bridge" and the new bridge connecting High Street with South Street be called "Winthrop Bridge"; also, that the new bridge at West Medford, connecting Medford with West Cambridge, be called "Usher's Bridge."

It is in connection with the last-named bridge that we are presently interested, as its history is the least known of any in the city.

Relative to the construction of this bridge, the following may be found in the annual report of the Medford Board of Selectmen, comprising Benjamin H. Samson, Nathan Richardson and George W. Wild, as of February 15, 1856:—

During the past year the County Commissioners have laid out a highway leading from West Medford to West Cambridge, crossing Mystic River. They have ordered that said highway be completed on or before the first day of June, next. One half of the expense of building the bridge over the river falls on the inhabitants of West Cambridge, but the whole expense of that part of the road laying in this Town falls upon its inhabitants. Acting in conjunction with the selectmen of West Cambridge, we have contracted with Mr. Presby of Cambridge, to build said bridge, for the sum of \$1,172.75. It will be necessary for the Town to make an appropriation for building said bridge and making the highway leading thereto. We estimate the expense to Medford to be about \$2,500.00.

In the selectmen's report for 1857 it is announced that "the new road and bridge leading from West Medford to West Cambridge, as laid out by the County Commissioners in 1855, had been completed at an expense of \$1,553, being \$947 less than the sum appropriated by the town for that purpose."

The itemized statement of disbursements shows a slight difference, and is as follows:—

Paid Matthew Fitzpatrick for building road,	\$600.00
„ J. W. Presby for building bridge	906.37
„ Ebenezer Barker for service and plan of bridge	51.00
„ George W. Wild for team, etc.	12.00
	<hr/>
	\$1,569.37

What portion of the expense was borne by the inhabitants of West Cambridge is not known. No mention of the amount contributed by the county is made, although the Commissioners "ordered" the bridge-highway constructed. What amount was expended on the upkeep of the new bridge, as well as the road, during the eighty odd years which have passed, is also not known, but it must have been rebuilt, judging from the stone abutments which carried the structure, now being replaced.

The old bridge stood the test of time, and probably would have lasted much longer except that its use as a detour during the construction of the new "Weir Bridge" so hastened its deterioration as to necessitate a new structure at once.

The Metropolitan District Commissioners, under whose jurisdiction the roadway and bridge comes, recommended that it be rebuilt.

While there was not much controversy over the construction of a new bridge among the citizens of Medford and Arlington, the State legislators were loath to appropriate the funds for the bridge, and it was not until Medford's Mayor John J. Irwin and the Selectmen of Arlington ordered the roadway closed, as a precautionary measure, that Senator Harris S. Richardson secured the approval of the Ways and Means Committee, and money was appropriated. An agreement was reached whereby the State provided seventy per cent of the cost, and Medford and Arlington were to assume equally the balance of the amount.

This bridge, as well as the other new bridges mentioned, was designed and constructed under the personal supervision of Benjamin R. Davis, director and chief engineer of the Parks Division of the Metropolitan District Commission.

The bill making construction of the bridge possible was passed May 29, 1937, under Acts of 1937, Chapters 445 and 432. The amount of the appropriation was \$75,000.00. Bids were received August 12, 1937, and

the contract awarded to the M. McDonough Corp., August 26, 1937, the price being \$69,332.50. The State's share of the cost is \$52,500.00. Medford's proportional part is \$11,250.00 and Arlington will pay the same amount.

The structure, which is similar in design to the "Weir" Bridge, has a sixty-foot span; reinforced concrete arch; forty-foot roadway; two eight-foot walks; seamed-faced granite spandrel and wing walls; red granite coping, belt course and arch ring. The approaches on either side will conform with the width of the bridge, and will be surfaced with bituminous material. The completion has been delayed because of weather conditions, but it will be finished early in the spring of 1938.

An invitation from the Medford Historical Society to the Arlington Historical Society has been extended to consider a joint resolution to the Legislature in regard to an appropriate name for this bridge.

To those not students of Medford's history the bridge was known in Medford as the "Harvard Avenue Bridge," and in Arlington as the "River Street Bridge." Few of the present generation know when it was built and for whom it was named.

JAMES M. USHER.

The bridge was named, in 1857, in honor of James M. Usher, who was instrumental in laying out the road from High Street to Broadway in Arlington. James M. Usher was afterwards editor and publisher of the *Medford Journal*, first newspaper published in Medford (1870), and author, as mentioned above, of the revised history of Medford. He was related, by a collateral line, to John Usher, who, according to Drake's "History of Middlesex County," was one of Medford's most noted citizens in the early part of the eighteenth century.

John Usher inherited some property from his father, and increased it by successful business, first as a bookseller in Cornhill in Boston, succeeding his father, and

afterward in foreign trade. He was born in Boston, April 27, 1648, and died in Medford, September 25, 1726. He was councilor under Governor Dudley, and councilor and treasurer under Governor Andros, the despotic governor under the king. John Usher was a son-in-law of Samuel Allen, a London merchant, who bought out the claims of the Mason heirs to the proprietorship of New Hampshire. He was made lieutenant-governor there in 1692 and had many severe contests with the settlers. He held office at intervals after going to Massachusetts and to England, until 1715, when he was displaced and withdrew to Medford, where he died.

He must have been a man of wealth, as he was the owner of what is now known as the Royall House, later enlarged by Col. Isaac Royall, who purchased the estate from the widow, Elizabeth Allen Usher (Usher's second wife) December 26, 1733, for \$10,350.00.

Thus these three Medford bridges bore the names of two governors and, by coincidence, of a lieutenant-governor. Usher bridge was, however, really named for an individual who did a great service to Medford in his history of the town.

The practice of naming highways or bridges after individuals has been frowned upon by the Metropolitan District Commission except in rare cases, an example being that of the new General Edwards Bridge between Revere and Lynn. Perhaps for good and substantial reasons. Tablets have been placed on the new bridge at Wellington, connecting Medford and Somerville, and one on the new High Street Bridge, connecting Arlington and Medford. Both bridges were opened without formality or expense.

Despite a number of suggestions relative to renaming the bridge at Wellington, which were presented at a well-attended hearing in Boston, the suggestions were discarded and the bridge is now officially known as the "Wellington Memorial Bridge," in a way honoring the Wellington family, who gave much land for the develop-

ment of the area in that section of Medford. The High Street Bridge was known for many years as the "Weir Bridge," or "the Bridge at the Wears," during the Colonial period. But never, so far as known, was it given a name by the townspeople, as were the three bridges previously mentioned.

THE BRIDGE AT THE WEARS.

The High Street Bridge between Medford and Arlington was for many years a subject of controversy. The first mention of a bridge at the wears is in the town records, March 1, 1699: "put to a vote whether the town will give Mr. John Johnson, three pounds toward building a sufficient horse bridge over the wears, said bridge being railed on each side, and the said bridge raised so high, as there may be a fit passage for boats and rafts up and down said river. Voted in the affirmative."

It is probable that a makeshift bridge was built, but was of short duration, for in December, 1721, the towns of Charlestown and Medford were complained of for not maintaining a bridge at the wears. The town chose a committee to make answer to the Court, and the complaint was dismissed. Again, in December, 1736, May, 1738, and in May, 1743, the towns were indicted by the Grand Jury for neglecting to erect a bridge at the wears.

The defence of Medford was that the ford was easy and convenient, and that Medford people seldom or never traveled that way. Each time the towns were found not guilty. In 1746 a petition was presented to Governor Shirley and the General Court, by a number of inhabitants of several towns in Middlesex County, asking for a bridge across the "Mistick" River, at the wears. The town of Medford was notified of this petition, and at a town meeting held May 19th, 1746, a committee was chosen to draw up an answer thereto. The committee reported at an adjourned town meeting, held May 25, 1746. The report was accepted and an answer was voted in accordance with said report.

Medford put forth a number of reasons why it should not be burdened with the expense of building the bridge, concluding with the following: "we pray that if your Excellency and Honors, should in your great wisdom, order a bridge to be erected at the place above mentioned, the charge of building and maintaining it, may be laid, either on the County of Middlesex, or proportioned among the inhabitants of a considerable number of towns, who will most use it."

Charlestown chose a committee to oppose the building of a bridge, but the General Court granted the petition and Medford and Charlestown were ordered to build and maintain one over the wears and each pay one-half of the expense. August, 1747, the General Court, "order that Samuel Danforth, William Brattle, and Edmund Trowbridge, Esqrs., be a committee of said Court, empowered and directed, to cause a good and sufficient bridge, to be erected over the place called the Wears, between Medford and Charlestown."

November 4, 1747, Andrew Hall, Ebenezer Brooks, and Francis Whitmore, Jr., were appointed a committee on behalf of the town of Medford to build one-half of the bridge. Two hundred pounds (old tenor) was raised to pay for it.

May 12, 1760, the Selectmen were chosen a committee to divide the bridge with the town of Charlestown. It would seem from this vote that the bridge was, up to that time, under joint charge of these towns, and that it was found desirable that each town should care for that portion within its limits.

The bridge was rebuilt several times. The structure, which has now been replaced with a new bridge, was built in 1892, and its care and maintenance was assumed by the city of Medford and the town of Arlington, until it was taken over by the Metropolitan District Commission, when the Mystic Valley Parkways were constructed.

That the bridge would have served for many years is unquestioned but for the fact that the foundations were

undermined by flood waters, from "Sucker Brook" during the floods of 1935, which did much damage throughout the State. The bridge was closed to traffic for a number of months, compelling the use of the old Harvard Avenue (Usher) Bridge as a detour.

Under the Acts of 1936, Chapters 377 and 432, a bill was passed by the Legislature June, 1936, appropriating \$75,000.00 for a new bridge. Two contracts were awarded to Coleman Brothers Inc. The bids were received August 20, 1936, and awarded September 3, 1936, one for the bridge at a price of \$74,064.03; the second for the approaches at a price of \$11,333.90.

The bridge has a fifty-foot span, reinforced concrete arch; sixty-foot roadway; eight-foot walks; red granite coping and wash course. The bridge was completed April 5, 1937, and the approaches June 12, 1937.

The structure carries attractive standards for illumination.

Traffic circles have been constructed on either side of the bridge and the bituminous surfacing of the bridge and roadway approaches has been sprayed with a green coloring, as an experiment in an effort to eliminate traffic hazards, which seems to work well. The cost of the bridge was assumed by the State, County and municipalities of Medford and Arlington.

—TEE-EM-SEE.

A MEDFORD LETTER OF 1839.

INTRODUCTION.

The Medford Historical Society has made no public acknowledgment to the WPA work of our Federal Administration. However, we have our debt of gratitude. When, in the early days of 1937, the Society was requested to loan its old records for study and copy, it acceded to the request. More has come from the work of the copyists than we first believed possible. The little force, working under the supervision of Miss Davis, at

the Public Library, deciphered and copied the old papers of our records, among them the Hall collection. These had, of course, been accessible to students in their original form, but the presentation of their contents in clear form has made it practicable to ferret out new facts.

The simplest browsing in the typewritten pages, now neatly bound in our Public Library, will furnish a rich harvest of interesting material. Old Medford becomes near and intelligible. We find the record of Benjamin Hall buying three-fourths of one share in the privateer *Willing Maid* in 1782, in order to share in any prize cargoes that she might capture in the war. An old letter shows F. Hall working in London, in 1797, on a plan for a new worm for the distilleries, studying English methods and sending his best love to his "worthy friend, General Brooks." The letter was forwarded by the *Factor*, or the *Minerva*, in charge of the captain. Timothy Fitch was sending long letters of instruction to the masters of his vessels in regard to the purchase of "prime slaves," or return cargoes of molasses or sugar, "should you be so fortunate as to get well slaved too early," he writes. He has heard, too, the best fare to feed them—not rice, but corn. There is a bill due from Benjamin Hall to John Brooks. Among the items we read, "medicine and attendance, \$12.61." But apparently the General, for all his reputation in soldiering and medicine, had other means of support, for in the same statement is the charge "9 loads of manure @ \$2.00 . \$18.00." There is a flood of material in regard to the settlement of the General's estate, and the letters of his son Alexander have an easy modernity and charm.

Among these documents is a letter without a signature, so faded with time that it is hard to tell to whom it was written. Still, the life of Medford in 1839 comes alive in its faded lines. The main part of the contents are devoted to business and the hard times of that era. Yet life was stirring in the little village. In view of the recent completion of our own City Hall, it is interesting

to read the eye testimony in regard to its prototype. In March, 1833, the committee had recommended the building of a town house whose dimensions should be "sixty-five feet long, forty wide, and eighteen feet posts." The cost of the land and building was \$10,062.25. On October 27th, 1839, it was partly destroyed by the fire described in the letter. November 25th the town voted to rebuild on the original model. Fortunately, the insurance of \$5,000.00 nearly covered the cost of rebuilding, which was \$5,389.89. This time the south end was made of brick and the house made thirteen feet longer. Apparently fire was an ever-present threat to this little community, for in 1859, again on a Saturday night, it was burned in part, rebuilt, enlarged again. This was the town and city hall which served Medford until, after renting quarters for some years, the city erected its present building in 1937.

In further explanation of the letter, it may be remembered that "Porter's store" was close to the present southerly corner of Main Street and Riverside Avenue, on the site of the original Porter's Tavern, of Revolutionary fame. This was the "Royal Oak," through whose swinging signboard, still treasured in the Royall House, was said to have been fired a bullet by minutemen returning from Lexington. "Uncle Turells House" was the house of Turell Tufts, son of Simon Tufts, Medford's Revolutionary doctor, friend of Isaac Royall. This old Tufts family homestead was on the corner of Forest and High Streets and was torn down in 1867. Turell Tufts himself died three years after this letter, leaving \$500.00 to the town as a perpetual trust, the income to be expended annually for valuable books for the Medford Social Library, founded in 1825.

Members of this Tufts household were scattered all over the world, as the Hall papers show. Cotting's house is the one on Forest Street now occupied by Dr. McPherson. The Lawrence Distillery, apparently run at this time by Fitch and Lawrence, was the only distillery

in the town at this date, standing where now stands the Square Motion Picture House, succeeding the Riverside Theatre. Captain Blanchard, captain in 1841 of Brooks' Phalanx, had the lumber yard still bearing his name today. The meeting-house, which was the fourth building of the First Parish, was dedicated, as he anticipated, on December 4th, 1839. The price of pork, the difficulty of investments, the long depression, has a very real echo in Medford a century later.

With this introduction we can now look into the heart of Medford in November, 1839.

—RUTH D. COOLIDGE.

Nov. 1, 1839

Yrs of the IXth, was yesterday rec'd. the Letter f^r Mr. (Nov. 1 Bush has not yet come to hand, I regret this exceedingly — We are well & I am rejoiced to hear —

you are — I beseech you take all profitable care to remain so, it would be a great affliction to hear you was sick without visiting you, it would cause intense anxiety, it would be painful in the extreme — subject yourself to unnecessary exposure —

you say you have been thinking, of going into the Pork trade, I can not advise you to this — I dont know what may be said in favor, but certainly many reasons against a prospect for profit the coming season, the quantity of Pork made this year will far exceed the last, the high price last year, the abundance of corn & grain will all tend to a great falling off in the value of the article a vast deal. more pork will be raised in N Eng & Nyk this year, & the great pressure for money will have no little influence in the price, — Pork in the Hog (dead) is now selling in Maine at 6 Cts p^r lb — last year at 10 — yesterday a sale was made in Boston, at auction by Sears & Co of 100 bbls Western Miss Pork at 12.25 to 12.50 p^r bbl — 18 bbls Rumps 6.75 Cash — 115 Kegs western Lard 61/8 to 63/4 p^r lb — at these prices would not a loss be sustained even admitting the pork was bought — as low as 2 Cts — but of this — you must judge, At any rate Pork must according to recent appearances be very low in this market this season compared with the last — the weather here the last month was the finest ever known for October it was delightful throu out it could not be exceeded in Moussouri, or in any part of the

world, I wish I could speak as well of the events of the month, as regarding Medford it was calamitous. on Sunday Morn'g last at about $\frac{1}{2}$ past one in the Morn'g we were alarmed by the cry of Fire which burst, from Porters store House near the Bridge & Peats Hatters & Barber shop, it soon spread to the Town House, it was an awful conflagration all that part of the Town for a long time seemed to be destined to destruction the Building Aposite .X

Uncle Turels House, was on fire several times, Cottings House & all that left to Mrs. Bishops, Capt Blanch'ds Store & lumber & Lawrence Distillery was in the greatest danger, the Universal Meeting House once caught, at one time there seemed no possibility of saving M^r Eben, Halls House, Blake, Angeirs, & Geo Porters Stores, they would all have been burnt & all the Eastern part of the Town, but for the providential circumstance of a full river, & no wind, we had great assistance from the neighbouring Towns, at one time no less than 10, or 12 Engines was at work pouring in such a torrent of water as to quell the Fire, before the whole of the Town House was consumed, a small part of it is saved, but so damaged as to be considered probably not worthy of repair, fortunatly for the Town 5000 was insured at the Franklin office — Mrs. Porter had 1000 insured on her Buildings at the same office — Peat the Barber lost most of his Razers — Peat the Hatter saved some of his Hats, the Tinman lost all he had in his shop — Coburn, & Harvey saved their goods, they now keep in How's New Shop — it is not ascertained how the fire caught, some think by accident & some by design —

Nov. — X —

the chief instrument to write you at this time, is to reiterate my advice to you not buy Pork I wrote you under date of Nov. 1. not to buy, as Pork would be low here this season, if you buy Pork as low as 2 Cts, no profit will remain, for pork as every thing else will be exceedingly low owing to the great quantity made this year — & tremendous demand for Money, it is exceedingly difficult to obtain money from the best of Notes at $2\frac{1}{2}$ to $3p^r$ Ct p^r Month,—if you draw on me it will almost impossible to answer y^r dfts — Stocks, of every kind since your absence have fallen 20 or 25 p^r Ct— if money could be obtained it could be used here to more advantage than to be in — vested in Pork at 2 Cts — in Y^r

last letter to me under the date of Oct 22 you speak of Lead as an object, of purchase at $3\frac{1}{2}$ Cts, considering the rate of Money it is No object, for Money here at this time, can be disposed off, in the purchase of stocks & in Various ways so as to hold out a prospect of profit for greater than to purchase lead — or Pork — hand, — I have accepted y^r dft for 200. X & shall pay it in a few days — I have rec^d Letters directed to you from Moline & Scott & James Scott — they make no remittance, they say the Coffin* they bo't in the interiour had not arrived the rains having made the roads impassible, they think they shall be able to ship the Amo. of y^r bill p^r next Vessell — send no more letters by private conveyance, the letter f^r M^r Bush has not come to hand & I remain & uninformed in relation to what you have done with Marks — it is very desirable to collect what you can from this demand — Nothing new in the village, the meeting house almost finished, it will probably be dedicatd in about 10 or 12 days — the financial difficulties is the all engrossing subject, I trust I have said enough on this to put you on y^r guard we are all sick — Fitch and Lawrence remain in Business till '1st Jan^y next when they dissolve the business then to be continued by Lawrence alone — Derby has sold to him his $\frac{1}{2}$ of the real Est for 7000 — Derby was married on Wednesday Evn'g last, 7 has gone to house-keeping in his Cottage — a great wedding friends and acquaintances invited from all quarters — I hope I shall soon get the Letter p^r Mr Bush, in which I trust to receive an account of y^r progress from Quincy to S^t Louis, & what prospect of collecting from Marks — Money concerns in Boston, never worse, no suspension yet in the Banks, nor will be till Nyk. sets the example, an almost total stagnation in business, save providing ways & means to pay Debts some business Men — have suspended — yesterday John Brown & Co failed, & many are supposed to be in a failing condition — — Nothing as yet has been rec'd from you from port Cabello — — I again repeat write often, and p^r Mail, for we wish to hear from you every day almost —

* Perhaps coffee. The letter is almost illegible in places.

THE MEDFORD HISTORICAL SOCIETY deeply regrets the loss by death in its membership of the following during the past year:

MR. EDWARD J. GAFFEY.

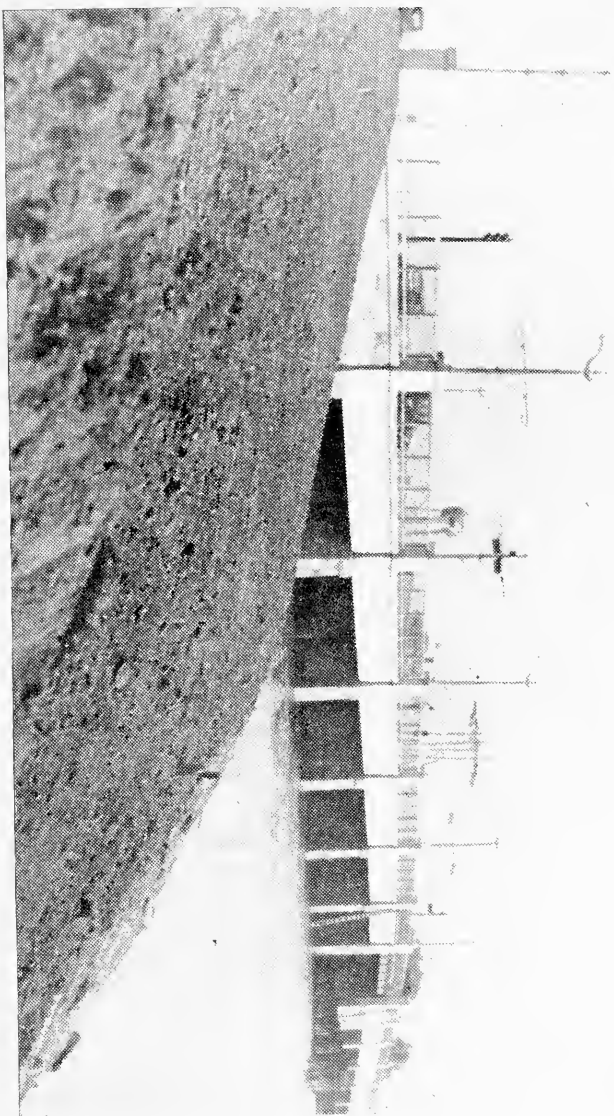
MRS. J. H. GOOGINS.

MISS ELIZABETH W. HOWE.

MISS E. JOSEPHINE WILCOX.

MR. WINTHROP I. NOTTAGE.

All were members of long standing, upon whose loyalty the Society has rested for many years.



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